

TWO BELLS

Where's That Traffic Jam?

These Emergency Crew boys (Eddie Caldares and Homer Runyon) and their 9-ton pal in the background are specialists at breaking up traffic congestion in quick time.

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(Story on Page 7)



• TWO BELLS •

Published monthly for the employes by the Los Angeles Railway

FRANK C. LYDIARD, Editor

Volume 18

Number 1

ON THE SUBJECT OF CLAMS . . .

ON THE masthead of TWO BELLS, shown above, there is a sentence that reads like this—"Published monthly for the employes by The Los Angeles Railway." We don't know how many have noticed that statement or thought about it, but the fact remains that this publication is not for the management, nor the scribes, nor the editor, nor for any one group, but for *all* the employes.

Its purpose is to keep everybody in the company acquainted with present activities and plans for the future; to help us know our fellow employes, and to provide a point of contact, although we may be in widely separated departments, between all of us who are making the wheels go round.

TWO BELLS should be read, should be enjoyed, and should give a monthly picture of the company and the 4800 of us who make the company. If TWO BELLS doesn't do that—it's not doing its job, and neither is the editor. But don't settle back and say—"That's right—I'm glad the editor is on to himself!"—because the editor is passing the buck to you!

It's up to you, and in your power, to make this magazine valuable to you and interesting enough so that you'll not miss much that's in it every month. But you can't give an imitation of a retiring clam and expect to find the contents as you'd like to see them. The staff is here to collect your ideas, your suggestions, and your requests. We're here to publish a magazine that meets your approval, and one you'll *read*.

We're not bashful and we've taken a special course

of skin-thickening, so send in your criticisms and thoughts for improvement.

What type of articles do you like? What kind are better suited for the wastebasket, in your opinion? Do you want more pictures, more personal news, more club news? Are we neglecting any part of the company's work that you're interested in hearing about?

Drop us a line, or better still, drop in and see us at 1023, Main Office.



As an example of co-operation, we are indebted to Conductor Wm. M. Reger, Jr., Division 1, who provided a very good suggestion to be included in the RIDE GUIDE. Said Mr. Reger: "Many of our riders have expressed what they think of the company and its service in no uncertain terms when passed up by one of our cars. Why not explain through the RIDE GUIDE that this is sometimes necessary when a car is late and crowded, and actually contributes to more efficient operation, as those taking the following car make just as good time?" Which we did, and thanks, Mr. Reger. (According to regulations, if prospective riders are passed up there must be a car of the same line not more than one block behind.)



In order to include more news of the month for which it is dated, TWO BELLS will be sent to you on the last day of every month, rather than appearing on the 20th as formerly.

Our Legal Department

THE FIRST IN A SERIES OF COMPANY TOURS, DESIGNED
TO BETTER ACQUAINT US ALL WITH COMPANY
ACTIVITIES AND THE MEN BEHIND THEM



Top: General Counsel, S. M. Haskins. Right: General Attorney, Woodward M. Taylor. Outside right: Claims Attorney Penn Cummings.



DO you happen to be curious? We are—we'll admit it frankly. And one of the things we're most curious about is who and what makes this company tick, and the different parts played in our daily job of moving nearly a million people hither and yon. So, ladies and gentlemen, with your kind permission and, we hope, your interest, we'll take a look around!

Closely associated with the Los Angeles Railway since the turn of the century has been the law firm of Gibson, Dunn and Crutcher. As the executive head of many of the H. E. Huntington enterprises, William E. Dunn had much to do with the Railway's early development. In later years S. M. Haskins, the present senior member of the firm, became President of the Railway, thus combining his legal services with the duties

falling to our company's chief executive. As a natural outgrowth of this association and in view of the increasing legal complexities and problems facing all large corporations today, an addition to the Company's departmental structure was made beginning January 1, 1937.

Passing through this new department, which is supplemented of course by the resources of Gibson, Dunn and Crutcher, our legal affairs are delegated to S. M. Haskins as General Counsel, Woodward M. Taylor, General Attorney, and Penn Cummings, Claims Attorney.

Mr. Haskins, as our General Counsel, directs those legal activities related to general corporate matters affecting the company and advises the Board of Directors and the President in major concerns requiring the attention of the legal department.

Although most of us are familiar with his background, through the four years from 1932 to 1936 spent as President of the Railway, there are a few points in Mr. Haskins' career which may not be commonly known.

After graduating from the University of California, becoming admitted

to the practice of law in 1905, and serving for six years as Clerk of City Council, he became associated in 1903 with Dunn and Crutcher, lawyers. At this time began Mr. Haskins' association with the Railway, an association which has continued for more than 33 years. Five years later he became a partner in the firm of Bicknell, Gibson, Trask, Dunn & Crutcher, which later became Gibson, Dunn & Crutcher, the name retained today, though none of the founders are now alive.

Mr. Haskins, since he began active practice, has specialized in public utility work and represented many leading Southern California concerns of this type.

Active in affairs outside his legal interests, Mr. Haskins in addition to being a director of the Railway, acts in that capacity for a number of other local institutions. A member of various clubs, he has served as President of the University of California Alumni Association from 1930 to 1932.

GENERAL ATTORNEY

Woodward M. Taylor, General Attorney, his office on the tenth floor of the main building, represents the Company in all hearings before public regulatory bodies such as the State Railway Commission and the Los Angeles Board of Public Utilities, and before the courts. His services are not only available to the officers of the Company, but also to *any* employe who needs legal advice. If you are confronted with a knotty question and cannot decide whether it is advisable to go to law in the matter, you are free to consult Mr. Taylor who will counsel you as to your best procedure.

In presenting these brief departmental sketches, we're going to exercise the reporter's privilege of extracting what personal sidelights we can from our subjects. We find, however, that while our lawyer friends are adept at painlessly extracting in-

formation from us, it is lamentably difficult to reverse the procedure.

We did discover that "keeping fit" occupies a high place in "Woody" Taylor's personal philosophy; probably a holdover from his university days when he played varsity football for Washington & Jefferson and likewise captained the track team prior to his graduation from the College of Law, University of Pittsburgh. Keeping in shape has paid Mr. Taylor big dividends on at least one occasion:

Several years ago he stepped in front of a fast-moving truck, emerging from the encounter in much the same condition as though he'd been put through a concrete mixer. Mr. Taylor was given, at a generous estimate, about twenty-four hours to live, but, fooling practically everybody, including the eminent medicos who had examined him, he dipped into a plentiful supply of reserve strength and came up smiling within a few weeks.

Also failing to make much of a dent on him were the cooties and nights in the mud, plus a few assorted gas attacks and barrages which he experienced from August, 1917, to the end of the war. Participating in a number of major offenses including Aisne-Marne, Oise-Aisne, Meuse-Argonne and Thiaccourt, Mr. Taylor having entered the army as a Private, left it in 1919 as a First Lieutenant, a position he has held in the Reserve Corps since 1922.

Coming to Los Angeles from San Bernardino where he first practiced law in California, Mr. Taylor served successively as Deputy Public Defender, Deputy County Counsel and Assistant Attorney of the California Railroad Commission. Private practice claimed him in 1925 when he became associated with the law firm of Hill, Morgan & Bledsoe. Since 1927 he has been with Gibson, Dunn & Crutcher, being now a member of that firm, and in 1928 was admitted to practice in the United States Supreme Court.

Mr. Taylor is married; lives in Beverly Hills; has two children; a daughter in Beverly Hills High School and a son in the seventh grade.

HANDLES CLAIMS CASES

As Claims Attorney, Penn Cummings advises the Claims Department on cases involving accident and damage, and represents the Company before the courts in all such cases.

Shortly following his graduation from the University of Southern California in 1914, Mr. Cummings formed a connection with the law firm of Everts & Ewing in Fresno. The entrance of the United States into the war terminated his legal activities for the time being while he contributed his presence as a First Lieutenant to the Eighth Infantry A.E.F. and Army of Occupation from 1917 to 1919.

Upon his return, Mr. Cummings became Deputy District Attorney of Fresno County, a position he held until 1924, at which time he became a member of the law firm of Gearhart, Carling and Cummings, also in Fresno. In 1929 he came to Los Angeles and since then has been a member of the Trial Staff of Gibson, Dunn & Crutcher.

Inquiry reveals a characteristic possessed by Mr. Cummings which we believe to be unique: Although an enthusiastic fisherman, he is free to confess that most of the time his catch rarely equals his enthusiasm. Quite frankly states that he's no great shakes as a bass or swordfish snarer, but enjoys it, nevertheless! We think this deserves comment as most of the fishing addicts we know invariably have fearsome and wondrous tales to tell of the finny Goliaths they're continually hauling in. (To say nothing of their remarks about the ones that got away!)

FLU POINTERS

Dr. Gerald Smith, of our Medical Staff, gives a few suggestions calculated to help us avoid the prevalent epidemic of influenza:

1. Drink plenty of water.
2. Be careful not to over-eat.
3. Dress warmly.
4. Keep your system alkaline . . . drink fruit juices.

If chills and fever come your way or you experience headache, back-ache and that hard to describe *bone ache*—take a laxative and go to bed. If symptoms seem serious, call a doctor. Stay on a liquid diet until your fever is gone and don't get up until 24 hours after your temperature is normal. Dr. Smith advises that most of the present cases are not serious, but if the patient gets up too soon he is liable to more serious complications due to run-down condition.



Fore!

He teed up his ball. He waggled his club. He sighted down the fair-

way. He scowled. He swang! And we mean *swang!* The little white ball fell near the hole, 180 yards away, rolled closer, hesitated coyly, and dropped in. One more member for the Hole-in-One Club!

"It's all in knowing how," explained H. G. Weeks, Superintendent of Traffic, as he sat in his office, clearing away space on his desk for an increasing pile of trophies. A gold pin, bronze medal, a silver mounted stand on which to display the epoch-making ball, and a carton of Life-Savers constituted the first consignment of the swag regularly donated to Hole-in-Oners by various local and national organizations.

The Eleventh Hole at the Brentwood Country Club, where Mr. Weeks shoots in the nineties, was the scene of the historic event.

Waiting to Take You Aloft



FLYING CLUB SPONSORS CONTEST

Free flights for the right answers! The LARY Swift Flying Club, which has proven so popular with the air-minded ones among us, is sponsoring the contest outlined below, with "free ride" awards to be given in the Club's new Taylor Cub Monoplane. Howard Jones, Operator at Ardmore Sub-station and our Staff Photographer, tells us the ship is a flying honey. The boys gave him a trip when he took the accompanying photo, so he should know.

Here are details of the contest:

First Prize: 1 hour free flying time in Taylor Cub.

Second Prize: One-half hour free flying time in Taylor Cub.

Third Prize: One-quarter hour free flying time in Taylor Cub.

Prizes will be issued to contestants according to examination ratings, i.e., highest rating receives First Prize, etc.

Contest examinations and judging by G. H. Gotch, Swift Flying Club Instructor. Mr. Gotch's decision shall be final and no duplicate awards will be given. Contest papers must be sent to D. D. Barricklow, Division 4, not

later than February 15. Winners will be announced in February Two Bells.

RULES GOVERNING CONTEST

DECISIONS

Accuracy and completeness
of composition 90 per cent
Legibility and neatness . . . 10 per cent

Questions

1. Why does an airplane fly?
2. Why does an airplane stall?
3. What frame of mind is essential in learning to fly?
4. What disturbs or annoys the beginner most while learning to fly an airplane?
5. What safety precautions are essential to flying an airplane?
6. How does an airplane taxi and what precautions does the pilot exercise?
7. What considerations does pilot give to the wing while on ground and while in the air?
8. When does pilot reduce motor to cruising R.P.M. and what attitude does the airplane assume?
9. How is airplane trimmed for flying?
10. Explain airplane's attitude while flying level, and points of reference.

Shops Complete Reconstruction Program

219 CARS MODERNIZED

On schedule! With completion of the extensive modernization program which has engaged the South Park Shops for the last few months, it is revealed that at no time during the reconstruction period did the work vary more than a few hours from the planned program.

Quite a record when you consider that 143 cars were involved, and that in order to keep to schedule 13 cars had to be turned out every two weeks.

Expressing himself as more than pleased with the standards of efficiency displayed by the men actively engaged on the project, H. E. Jordan, Superintendent of Equipment, also commended the Purchasing and Stores Department which saw to it that work

was never slowed up by delay in the delivery of materials.

Expected to add greatly to passenger comfort and safety, the following improvements were incorporated in the cars at a cost of \$340,000: An additional door at the front end; full safety features with brake, power and interlocks; folding steps and individual air engines with selective operation for each door; treadle exit operated rear, with sensitive edge door, also equipped with ground loader's valve; and new lighting of the "Spot-ray" type.

The reconstructed cars are arranged so that they may be used on a regular two-man line with a conductor at the rear. Material employed in the re-

construction work included 143 sets each of National Pneumatic Company's equipment; Westinghouse Traction Brake Company's equipment, and Westinghouse Electric and Manufacturing Company's equipment. Thousands of feet of lumber were used; vast quantities of bar and sheet steel; pipes and fittings, in addition to many other supplies.

Over a three year period 219 cars have been reconstructed in our South Park Shops, emerging suitable for one-man two-man operation with full safety features. In addition to the conversion of 215 type "H" cars to type "H-4," one type "L" and two type "M's" have been changed to this type, and one type "K" to type "K-4."

SECURITY CARDS REQUESTED

Those little oblong cards with the big numbers which you will receive shortly — Uncle Sam's guaranty of old-age protection — are valuable pasteboards. To be eligible for the benefits they represent, every employe must have the serial number on his card registered with the Company. Through error a number of the cards when returned from Washington were sent direct to employes. If this happened in your case, bring the card in to the Personnel Dept., Main Office, that the number may be recorded.

It is expected that all cards now in the hands of the Personnel Department will be delivered to employes within the next month. When you receive yours we suggest jotting down the number and filing it in a secure place. This will make easier the procuring of another card, in case the original one is lost.

Gets Screen Test



The dancing ability displayed by Gerald Singer as a part of the entertainment provided at Frank Van Vranken's farewell party last month has just won him a Warner Brothers Screen Test. Entered in a talent contest with hundreds of other Juveniles, Gerald walked off with this coveted award and we're hoping to hear good news any day now from his father, Operator Lou Singer, of Wilshire Line.

The pharmacist was instructing his errand boy to deliver a prescription to Mr. Crummack. "Remember, Crummack rhymes with stomach."

Two hours later the boy returned and said, "I can't find Mr. Kelly."

"Now, girls," said the restaurant manager to the waitresses, "I want you all to look your best today. Add a dash of powder and take a bit more care with your hair."

"Something special on?"

"No. The beef's tough."

A lady, on entering a railway station with a family of twelve was amazed when the porter asked her if they were all hers, or if it was a picnic.

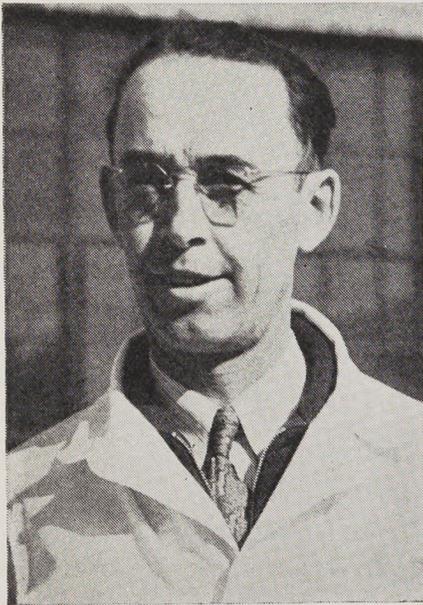
"Yes," replied the lady, "they are all mine—and it's no picnic."

Emergency Service Keeps Traffic Lanes Open

Prompt Action Demanded of Crews

Br-r-r! Br-r-r! Br-r-r! Br-r-r!
“Four of em, Eddie.” says Homer Runyan and picks up the phone while Eddie Caldares legs it out to the shed to get the big black and yellow Emergency Truck rolling. Having taken the dispatcher’s message Homer follows and climbs aboard as the siren-equipped truck swings past. Less than sixty seconds after the call is received, these trouble shooters are on the way to the spot needing attention on our 370 miles of track.

Established in 1921 for the purpose of “keeping things moving” on LARY lines, the Emergency Service has not only benefited our own passengers but likewise city traffic generally wherever blockades have occurred on the system.



The other half—William Daugherty

Emergency Service, a division of the Electrical Department, headed by L. J. Turley, is located at Central Substation, 712 East Sixteenth Street, and directed by Superintendent of Lines L. B. Yeager. The eight men who share Emergency Crew 24-hour duty are recruited from the Line Department and have undergone an intensive course of training fitting them to cope with any situation which may arise that demands a thorough knowledge of equipment and operation.

Each crew is made up of two men who always work together: Homer Runyan and Eddie Caldares, Lorenzo Crouse and William Dougherty, Owen Moser and M. B. Smith, Jack Turner and Harry Whittle. Shifts run 6:00 a. m. to 2:00 p. m., 2:00 p. m. to 10:00 p. m. and 10:00 p. m. to 6:00 a. m.

Never knowing what to expect, the Emergency Crew must, nevertheless, prepare to meet the current problem with ingenuity and promptness. On one trip they may discover that a thoughtless horse with a triple A heel has caught his foot in the track (this has happened more than once); on the next it may be necessary to decide how to remove from the rails a mammoth trailer minus a wheel—and bearing a steam shovel on its broad back! Possibly an automobile is stalled, an overhead wire down, or a truck has lost its load of hay, stone, lumber, cement or whatnot. Occasionally there has been a misunder-



One half of a veteran crew—
Lorenzo Crouse

standing about right-of-way and the debris remains to be cleared up.

Mechanical trouble and fire add their quota. In the latter case, the steel hose bridges which may be seen affixed to the running board in the cover photo are brought into use to permit cars to pass over the fire hose which is frequently sprawled, octopus like, on the tracks.

Full authority is the Emergency Man’s when on the job. If he feels the trouble can be taken care of on the spot, and quickly, he does it. If he thinks otherwise the car is sent out of service.

Constant contact is kept with the dispatcher at the main office, several stops being made on the way back from a call, so that in the event further calls have come in no time will be lost in responding to them.

As long as the Railway is operated, trouble will crop up now and then—and as long as we have an emergency service such as we now possess, manned by capable, experienced veterans, that trouble is going to be disposed of promptly and with no waste motions!

● Financial Reorganization

And the Story Behind It

THE Los Angeles Railway Corporation is almost unique in the history of public utilities, in that it was owned entirely and almost completely financed by one man.

During the period when most public utilities were borrowing money from the general public in order to build and extend their systems, the late Henry E. Huntington was building the Los Angeles Railway through the process of lending his own money to the corporation and plowing back its earnings into extensions and betterments of the system. The result of all this was, that, on his death, his estate and the various bequests and trusts he had made prior to his death, contained about Nine Million out of a total of approximately Sixteen Million Dollars of the Railway's bonds, as well as notes and open account loans to the extent of nearly Four Million Dollars. In addition to this, during the times when the road had been unable to pay all its bond interest, Mr. Huntington refrained from cashing coupons on bonds which he owned, although the bonds in the hands of the public never failed in making an interest payment. As a result, his estate held unpaid and overdue coupons worth about Five Million Dollars.

The Railway worried through the depression like a great many other businesses by the process of reducing expenses to such an amount that it

might have sufficient cash to pay its necessary bills. Of course the most effective way of doing this was by continuing to operate the equipment which it owned and cutting down the purchases of any equipment to replace wear and tear to a minimum. It found itself, therefore, a year or so ago, as business began to improve, in a position where it required substantial amounts of new equipment. The drain on its cash during the depression had reduced its funds to such an extent that there was no money available for new purchases, and due to the fact that there were open accounts, notes and unpaid coupons on its books to the extent of nearly Nine Million Dollars, which had a prior claim before any bank loan, it was quite impossible to borrow any money for such purchases.

Another situation which seriously threatened the financial picture was the fact that all its outstanding bonds became due prior to or in 1941. It soon became obvious that considerable changes in the financial set-up of the corporation would be necessary for it to go ahead in the process of modernization and replacing its older equipment.

A number of studies were made and many plans proposed, but most of these involved the long and tedious process of trying to get all of the holders of the road's securities to agree. The history of most corporations in attempting to do this has

shown that it requires a long period of time, possibly one to several years, and frequently involves many lawsuits.

There were, however, a substantial group of security holders whom it appeared possible to get together; that is, the various members of Mr. Huntington's family, some of whom owned, through their interest in the residual estate, all of the stock in the road, and all of whom also owned a substantial amount of the bonds. It was felt that if the members of the family could agree on some plan, that the Huntington Library and Art Gallery, and also the Collis P. and Howard Huntington Hospital, who were also substantial holders of the road's bonds, would also come along. This would account for a total of Nine Million Dollars worth of bonds out of the total outstanding Fifteen and One-half Million Dollars, and would account for all of the notes, open accounts and unpaid coupons.

While this sounds fairly simple, it involved getting an agreement from twenty-two individuals, two boards of trustees and two trust companies, any one of whom had they not been in sympathy with the plan and had faith in the future of the road could have blocked the deal.

The following plan was finally worked out and accepted by all of the members of Mr. Huntington's family, as well as by the Library and Hospital:

THE PLAN

The corporation has issued approximately 9,000,000.00 35-year general mortgage bonds that are junior to the present outstanding bonds. Said

general mortgage bonds were exchanged for

- \$ 95,000 par value Los Angeles Railway Co. bonds.
- 2,813,000 par value City Railway Co. bonds.
- 6,092,000 par value Los Angeles Railway Corp. bonds.

\$9,000,000 TOTAL

owned by the Huntington Land & Improvement Company, Huntington Library, Huntington Hospital, Estate of Henry E. Huntington and donees under the will of Henry E. Huntington, deceased; said bonds to bear interest at 5 per cent, to have a call price of 102 with interest and a conditional sinking fund that is payable out of surplus earnings after deductions for all operating expenses, including full depreciation, taxes, interest and sinking fund on prior issues, as well as an allowance for purchase of new equipment.

The unfunded debt due the estate and affiliated companies, as follows:

Estate	\$2,095,950.00
Huntington Land Co....	1,826,523.51
Unpaid overdue coupons	
(due estate)	5,031,850.00

TOTAL.....\$8,954,323.51

has been exchanged for a 5 per cent non-cumulative preferred stock, having the par value of \$8,954,400.00.

This would then leave the corporation with only \$6,860,000 of its bonds maturing in 1938 and 1940. This Seven Million Dollars would be a first mortgage on all of the property of the Los Angeles Railway Corporation.

The willingness of the Huntington interests voluntarily to accept securities of a longer maturity, as well as relying upon improved earnings of the Company for a large portion of the income to which they are entitled, evidences their firm faith in the value to the City of its transport agency, and also their desire to give to this

metropolis the very best in modern public transportation.

The management fully appreciates the magnitude of this transaction and is confident that with the necessary co-operation by the City authorities a progressive betterment will be attained in this most vitally essential public service which must result in providing this growing community with the type of transportation which will be a very real contribution to the continued development of Los Angeles.

The first necessary move on the part of the company will be the purchase of 60 modern street cars capable of handling the growing traffic of the city. These cars will be purchased by issuance of equipment trusts and the first cars are expected to arrive this month.

There in brief is the history of the financial struggle of the Los Angeles Railway Corporation upon which so much public abuse has been heaped and of the helpful attitude of a truly great man and his heirs who by their forbearance have made it possible for the public of Los Angeles to continue to ride in street cars, and employes to work.

ANNUAL PASSES TO BE DISTRIBUTED MARCH 1

The employes' annual passes, some 4400 in number, will be ready for distribution on March 1, 1937. In a previous bulletin the management announced that the issuance of the passes would be postponed from January 1st to March 1st, and that all 1936 passes would be valid until that time.

HELP FOR FLOOD SUFFERERS

Giving everyone who wishes, an opportunity to help the flood sufferers in the East, boxes have been placed at the divisions and other points about the company, where donations may be made.

Register Now!

Don't forget—if you did not vote at the August Primary or the November 3 General Election, you are no longer entitled to vote unless you re-register. Furthermore you must register again, if you have moved since voting in these elections.

Registration must be completed by February 25 if you are to vote in either the April 6 Primary or the May 4 Election.

242 South Broadway is the place—and now is the time!

In keeping with the current rage there comes the miniature cocktail—one drink and in a miniature out.

It is all right to think without talking, but never talk without thinking.

"What's the matter with your wife? She's all broken up lately."

"She got a terrible jar."

"What happened?"

"Why, she was assisting at a rummage sale, took off her new hat and somebody sold it for thirty-five cents."

During a fog a London merchant received a 'phone call from one of his clerks. "Hello, Mr. Smith," said the clerk over the wire, "I cannot come down to the shop this morning on account of the fog. I have not yet arrived home yesterday."

Judge—"So your name is Martin?"

Witness—"Yes."

Judge—"And you want it changed to Pullman? Tell me why you want it changed."

Witness—"Well, to tell you the truth, Judge, it was my wife's idea. She thinks we ought to have the same as is on our spoons, forks, knives and towels."

Trainmen Our Customers

Well-liked by "K" Line Passengers . . .

"I am obliged to travel many times a week, late in the evening, on your 'K' line.

"Last year I had such extremely courteous treatment from your motorman-conductor No. 3000 (**M. F. Felton, Safety Operator, Div. 1**) and I am so glad to pay this tribute to No. 3000. Everyone liked him and he was courteous to every 'K' passenger.

"This year I was disappointed not to have No. 3000 again on the 'K' line, and yet I am obliged to say that I have had just as efficient service, kind consideration and courteous treatment from the new men whose numbers are: 73 (**R. O. Schweigert, Div. 1**); 1953 (**R. R. Ziegler, Div. 1**); 248 (**K. L. Wolfe, Div. 1**)."

—Mrs. Lillie Newlin Douglas,
5722 Buena Vista Terrace.

Cheerfulness Dispels Dreariness . . .

"Please convey my appreciation to your conductor No. 1148 (**G. N. Etherton, Div. 3**) for his cheerful and distinct calling of the streets in last night's rain.

"Not only did he dispel the dreariness, but he enabled me to read without worry of passing my street."

—D. R. Gustavson,
437 So. Hill Street.

Driver Always Helpful . . .

"This is to commend bus driver No. 235 (**Dwight Leon Gladwell**) on your 'East Ninth Street and Whittier Boulevard' Coach Line.

"I have ridden on your buses for several years, and think this driver is the best one in every way of any other I have seen.

"He is always courteous to the passengers. He is careful in the operation of the bus, always on time, and is always glad to give any information he can. He also calls the streets, which is very helpful as many persons ride the bus who are not familiar with the streets."

—Margaret Lane,
(No Address given).

Return of Parcel Appreciated . . .

"May I take this opportunity of expressing my thanks to you and especially to Conductor No. 1530 of Division 5, (**G. J. Bannister**), for the speedy recovery of a parcel of papers left on a 'U' car, December 4th, by my wife.

"Not only did Mr. Banistor turn the parcel in to his superiors, but himself called at our home and notified Mrs. Bogard that he had found the parcel, and where to call for it.

"Although Mr. Bannistor refused a reward, I feel that his action is highly commendable.

"A man of this caliber is certainly an asset to his employer, and I would appreciate your advising him of our appreciation for his courtesy and honesty."

—Charles F. Bogard,
841 W. 58th Place.

Kindness to Child Reported . . .

"I should like to report the very kind and loving service of Conductor No. 2586 (**T. J. Mulrine, Div. 3**), N. Figueroa car No. 849, extended to a frightened little lad who had gotten on the car thinking his mother was getting on with him; evidently the boy got on first and his mother didn't know it and waited to find him at the busy downtown corner.

"The conductor got all the details from the boy, his name, address, etc., then put him on the right car to get to his home. All the passengers were concerned and interested and even though the car was packed the conductor took time to be most considerate and his attitude was appreciated by all on board."

—Mrs. M. L. Gillian,
338 Newland Street.

"Careful, Courteous and Alert"

"I wish to offer a word of praise for bus driver No. 151 (**B. B. Townsley**) of the Figueroa Line.

"In my judgment he is the most careful, courteous, alert man you have on the line, and I have been riding on that line for the past 8 years.

"I trust you appreciate his efficiency and will reward him whenever possible."

—Mrs. D. J. Dickinson,
7521 So. Figueroa Street.

Clear-calling of Streets Helps Patrons . . .

"Returning southbound on the Soto Street Coach Line, I was pleasantly surprised at the way the driver of the coach

This Kind of Service

called the streets. In twenty years traveling on your lines I have never heard so distinct, clear-calling of streets, even to the adding of the kind of cross-line cars the passengers might want to reach.

"I told him I was going to write to you to ask you to put a merit mark to his credit, and I asked his number to which he answered it was No. 155 (**Robert Henry Smith**). It was about 8:00 p. m., or just before, that the coach left Main and Griffin.

"Have to travel that line quite often to get off at a very disagreeable, dark and hard-to-place crossing, 8th and Soto, and am always nervous about making it. It is such a difficult crossing to find unless the driver calls the streets plainly. This man did, and for the first time I have had no fears of passing it."

—Rev. Oscar E. Wise,
382 Woods Avenue.

Knows Routes Well . . .

"Early this week I had occasion to ride one of your cars south on Broadway from Third Street to Eighth, during the very heavy noon-hour traffic.

"I was very favorably impressed by the conductor on this car. His number is 782 (**J. K. Lofton, Div. 4**). He handled a veritable stream of passengers at each corner in a most efficient and courteous manner, at the same time sacrificing nothing in expedience. As usual during this busy season several passengers boarded the wrong car, but this young man evidently knew his routes well and directed them to the correct lines.

"The Los Angeles Railway Company should be proud of this type of employe, and see that more are as courteous and helpful."

—J. Frank Farnsworth,
Deputy, County of L. A.,
Supt. of Schools,

Consistent Good Service . . .

"It is with pleasure that I am writing this letter. Over a period of a number of years I have been observing a young man in your service, Conductor 2852 (**R. G. Monohan, Div. 3**), who is on the 'W' line at the present time. It gives me pleasure to tell you that during this long period I have seen him do some wonderful things. In courtesy and consideration he has been

Like to Trade With

Brings Patrons Back

absolutely unflinching and he has, to my knowledge, never failed to extend a kindness wherever possible.

"Have been intending to write this appreciation for years and I feel that if there is anything which you may do for him I would be very glad. However, one does not expect reward for faithful service, but I could not help but feel you would be glad to know."

—Charle Jeanne Stuart,
1720 So. Burlington.

\$9.00 Saved . . .

"Got on car 6th and Spring today and bought \$1.00 worth tokens at 4:30 P. M. Gave your motorman the money, took my tokens and went back and sat down.

"At first stop motorman came back and asked who got the dollars worth of tokens, and I raised my hand. He came back and showed me that I gave him a \$10.00 bill instead of a \$1.00, and gave me my change of \$9.00.

"Now I think he is deserving of praise and I want you to notify him. I certainly appreciate this kindness on the motorman's part.

"Number on motorman's cap was 23."
(J. A. Martin, Div. 3).

—Frank Hegarty,
3184 W. 8th Street.

"Best Wishes to No. 359 . . ."

"It gives me pleasure to report to you the unusual courtesy of one of your men, No. 359 (J. P. Lipscomb, Div. 4) of the 'P' line.

"The writer was hurrying from the end of the 'F' line to catch the 'P' car when the wind, which seems to be no respecter of persons, blew my hat off, and in my attempt to rescue it, dropped a few Christmas packages.

"No. 359 hastened to the rescue of hat and packages; helped me on his car and lost no time.

"As I am 75 years old, my youth was no reason for this unusual courtesy, possibly my age.

"Best wishes for your Company and '359'."

—Mary Dale,
573 So. Boyle.

"I wish to recommend for special commendation a motorman on a 'W' car on which I was a passenger last December 23. His cap number is 1457 (N. R. Cosgrove, Div. 3).

"He is about the smoothest Operator I have ever ridden with and attends strictly to the business of driving his car. I feel he deserves special mention."

—Letha Abel,
1314½ W. 17th Street.

Conductors Watchful Care Observed . . .

"Riding west on an 'H' car one morning last week, the courtesy and care given me by conductor No. 2416 (T. R. Latham, Div. 4), prompts me to write this letter.

"This conductor's watchful care to my entering and leaving his car was noticed by others.

"Being sightless myself I do appreciate his and other conductors' kindnesses, and feel they merit and deserve this word of praise which is gladly given and without stint."

—Cora B. Withington,
511 So. Rampart.

Operator Cited for Courtesy and Consideration . . .

"Enclosed is my check for the amount of one fare on your Alvarado Street Bus Line.

"Your driver No. 40 (W. H. Coker), operating Bus No. 1317 on Alvarado Street this morning, was so kind as to trust me for this amount when I offered him a \$10.00 bill which he regretted he could not change.

"This small matter was of tremendous importance and convenience to me as I was on my way to the hospital when the ignition in my far failed and a taxi was not immediately available. It is my pleasure to cite your driver for courtesy and consideration in this instance."

—Charles E. Futch, M.D., F.A.S.C.,
American Board of Otolaryngology.

We regret that space does not permit us to reprint more letters, but we are here listing other men whose work has recently brought forth commendation from riders.

CONDUCTORS:

J. M. Hunsaker, Div. 1
W. L. McFarlin, Div. 4
A. R. Miller, Div. 3
J. M. Scantlen, Jr., Div. 3
F. S. Leon, Div. 3
W. C. Jones, Div. 1
W. L. Simpson, Div. 5
F. C. Buhles, Div. 5
H. Cannon, Div. 5
A. J. Reich, Coach Div.
C. H. Hughes, Div. 4
V. E. Munyer, Div. 5
G. T. Bucher, Div. 4
M. B. Buechert, Div. 4
T. J. Mulrine, Div. 3
L. E. Stump, Div. 3
C. W. Lentz, Div. 3
D. MacTaggart, Div. 1
H. J. Ford, Div. 4
R. O. Enfield, Div. 4
H. W. Virchow, Div. 5
W. H. Deskin, Div. 3
E. D. Meldrim, Div. 4
L. B. Fitzgerald, Div. 4
M. B. Wickline, Div. 3
N. E. Wankier, Div. 3
J. San Marco, Div. 3
J. M. Hawley, Div. 3
M. A. Triboulet, Div. 3
I. Gasparro, Div. 3
J. E. Deane, Div. 4

MOTORMEN:

D. J. Thomson, Div. 3
J. W. Gilreath, Div. 3
C. Hendricks, Div. 3
C. W. Boyer, Div. 4
E. I. Aiken, Div. 5
G. M. Hull, Div. 3
E. B. Weaver, Div. 4
F. W. Taylor, Div. 5
H. E. Crooks, Div. 3
B. D. Evans, Div. 3
G. W. Loff, Div. 3
C. T. Vaughn, Div. 3
W. W. Richardson, Div. 3
J. A. Wear, Div. 5
S. L. Wells, Div. 4
J. H. Johnson, Div. 4
W. W. Erickson, Div. 4

OPERATORS:

D. G. Danielson, Beverly
N. P. Cooper, Melrose
L. W. Hyde, Crenshaw
H. W. Strode, Melrose

SUPERVISORS:

F. J. Musselwhite, L.A.M.C.

News from LARY Sick Folks

By R. A. PIERSON,

Superintendent of Personnel

During the month of December there were 23 employes confined to the California Hospital, which represents 202 hospital days. The cost of the hospital service was \$1,257.00.

J. A. Wigren, Motorman, Division One, spent a few days in the hospital. He is now getting along fine.

E. R. Sullivan, Mechanic, Garage, who was operated on November 14, is improving nicely. He will probably be able to resume duty the latter part of January.

G. I. Kimbrough, Motorman, Division Four, has had pneumonia. He was very ill for some time, but is now well on the way to recovery.

R. H. Frampton, Electrical Repairer, Mechanical Department, was operated on recently for appendicitis and is doing well.

R. W. Anderson, Foreman, Garage, who was operated on recently, is improving. He hopes to resume duty soon.

Harry Tuttle, Manager of the Restaurant, Division Three, spent Christmas and the New Year's Holidays in the California Hospital. He is improving and we expect to see him out soon. Harry spent his spare time checking up on the dietitian at the hospital, as we all know his knowledge along this line.

L. A. Starkey, Motorman, Division Four, has been sick for several weeks. He is improving and thinks he will be back to work about the First of February.

C. O. Morse, Superintendent, Coach Division, who has been sick since last October, is improving slowly.

A. G. Gribbling, Operator, Coach Division, who was injured while playing baseball November 1, is improving and will soon return to work.

J. B. Buchanan, General Storekeeper, Stores Department, is on the sick list. He is getting better but will not be able to return to work for about a month.

P. Winklehorn, Motorman, Division Four, has been ill with pneumonia for a short time. He will probably be off duty for several weeks yet.

W. C. Skinnel, Conductor, Division Five, who has been sick since October 19, states that he is feeling better and hopes to resume duty before so very long.

G. E. Kinnison, Conductor, Division Four, who suffered a fractured arm some time ago, is improving.

C. C. Richey, Motorman, Division Five, has been on the sick list since December 10. He is improving.

H. Hansen, Motorman, Division One, who has been sick for a couple of months, remains about the same.

W. J. Burns, Motorman, Division Four, is

walking around on crutches due to an injured knee.

M. S. Thomas, Conductor, Division One, has been sick for a few weeks. He is now up and around but very weak.

F. F. Mennerich, Transfer Clerk, Division Five, is on the sick list. It will probably be February 1st before he will be able to resume duty.

A. Hernandez, Laborer, Way and Structures Department, who was injured on November 28th, is getting along nicely.

H. C. Clarke, Car Repairer, Division Three Mechanical Department, fell and injured his knee. He is getting around now with the assistance of crutches.

H. C. Traube, Flagman, Transportation Department, has been sick since December 14. He is improving and hopes to resume duty soon.

B. M. Ihrig, Motorman, Division Five, has been sick since December 8. He is feeling much better, but is still not able to resume duty.

G. W. Chown, Motorman, Division One, has been on the sick list since November 30, on account of influenza. He is getting along fine and hopes to return to work soon.

H. W. Jones, Investigator, Claims Department, who was knocked down and injured by an automobile December 24, is now out and around.

C. C. Clark, Conductor, Division Five, who was injured August 27, is improving slowly.

The sick list has been very heavy the last few weeks due mostly to bad colds and influenza. There were 190 cases of sickness reported for the week ending January 10, on the weekly reports sent to the Personnel Department from all departments.

We regret to report the deaths of four employes during the month of December, and the deaths of the wives of two employes. The employes who died were all covered under our Group Life Insurance Policy. One of the employes whose wife died was a member of the Wives' Death Benefit Fund Plan.

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

Adolph Gongol, Watchman in the Engineering Department, was placed on the Special Roll, effective December 24, 1936.

Mr. Gongol entered the service of this company as Car Repairer February 6, 1906, appointed Watchman in the Engineering Department, May 16, 1929. His present address is 10923 Mallison Avenue, Lynwood, California.

APPRECIATION

The kind and thoughtful expressions of sympathy extended those who have recently suffered sorrow, are gratefully acknowledged by:

Arthur Emerson and John H.

Walsh; Frank W. Fox and sons; W. H. Neighbors; Mrs. Lloyd Wade and family; Mrs. B. J. Widner and children; Maud P. DeLano (D. Wildermuth funeral); Mrs. W. H. Williams and family, and W. H. Smith.

OBITUARY

Sincerest expression of sympathy from fellow members of the Company are extended to Sam Bishop, General Claim Agent, whose wife Florence, passed away on January 9.

Sympathy is likewise extended to families of the following employes:

Henry Lane, Carpenter in the Mechanical Department, died January 18, 1937. He was born in Lincoln, Nebraska, December 21, 1875, and entered the service of this company as Carpenter, July 16, 1923. Mr. Lane is survived by his widow and one son.

He was a member of the A. F. & A. M. No. 1111, El Paso, Texas.

Boaz B. Parvin, Motorman, Division One, died January 15, 1937. He was born at Arkansas City, Kansas, June 8, 1879 and was employed as Motorman, January 22, 1907. He is survived by his widow and daughter.

Robert Wade Stevens, Conductor Division One, died January 21, 1937. He was born at Barnum, Minnesota, February 27, 1885. He was reemployed as a Conductor September 17, 1919. He is survived by his widow and son.

Lloyd Arthur Wade, Conductor, Division Five, died December 20, 1936. He entered the service of this company as Conductor October 25, 1920, and resigned April 26, 1922. He was re-employed as Conductor March 13, 1923. He is survived by his widow and two sons and two daughters.

Mr. Wade was a member of the F. & A. M., No. 328, Redondo Beach, Redondo, California.

Daniel Smith Wildermuth on the pension roll died December 17, 1936. Mr. Wildermuth entered our service August 10, 1892, as Motorman. He was placed upon the pension roll December 14, 1922.

Wallace Harrison Williams, Mechanical Street Inspector, died January 5, 1937. He entered the service of this company as Car Repairer March 2, 1907.

He is survived by his widow and two sons. Mr. Williams was a member of Woodmen of America Lodge in Los Angeles.

The wife of Arthur Emerson, Clerk Division Four, died January 1, 1937.

The wife of Frank W. Fox, Conductor, Division Five, died January 3, 1937.

The wife of Patrick Joseph Jinks, Foreman in the W & S Department, died

Bells

Just reported to us as deserters from the ranks of single-blessedness and recipients of our sincerest wishes for many years of wedded happiness include:

Conductor E. G. Driscoll, Division 1, married December 21 to Miss Dortah Vance.

Coach Operator J. Marsene Couch, married December 23 at the Santa Ana Wedding Chapel to Miss Ethel Mercy Bodiker.

Coach Operator H. H. Jackson, Virgil Street, married in December at Boulder City, Nevada, to Miss Ethel Hammer.

Conductor T. R. Latham, Division 4, married December 26 to Miss Mary Ferris.

A. T. Carmichel South Park Shops, married January 8 to Miss Rose Loverne Williams.

Yells

Outnumbering the boys almost two to one, the girls lead the month's parade of new arrivals. We're glad to report that all have expressed satisfaction with life in general and we extend our congratulations to their parents—and to:

Charlotte Elizabeth, born to Motorman (Division 1) and Mrs. O. M. Sanderson.

Jean Delanor, born to Coach Operator (16th Street) and Mrs. C. D. Harlan, December 21, at the California Hospital.

Judith Ellen, born to Coach Operator (16th Street) and Mrs. J. E. Mulconery, December 16, at the Windsor Hospital in Glendale.

Louis, born to Car Repairer (Division 1—Mechanical) and Mrs. Alfonso Forman, anuary 6.

Robert King, born to Motorman (Division 4) and Mrs. Frederic Whitcomb, December 18.

Louise Marie, born to Motorman (Division 4) and Mrs. Arnold Jerry, January 5.

Barbara Irene, born to Compressor (Ver-non Yards) and Mrs. H. G. Messer, December 15.

Donald LeRoy, born to Conductor (Division 3) and Mrs. L. C. Brown on Christmas Day.

January 19, 1937. Mrs. Jinks was not a member of the W. D. B. F.

The wife of William H. Neighbors, Instructor in the Instruction Department, died December 22, 1936. Mrs. Neighbors was not a member of the Wives' Death Benefit Fund.

The wife of William Hobart Smith, Special Railroad Flagman, died December 16, 1936.

Very Funny ...But You Should Hear What My Johnnie Said !

We've seen lots of picture of LARY's Younger Generation, and we doubt if anyone can boast of a more up-and-coming collection of "young-uns." They look as if they had plenty of energy and a pretty definite outlook on life.

Two Bells thinks that all of us would like to know more about those kids—what they're thinking and saying and doing—so we suggest that next issue we let them have the floor to speak their pieces.

Owing to one thing and another, we are not able to offer any glistening red bicycles or woolly pups as prizes, but we know the children can supply us with a highly interesting page or so if you mothers and dads will jot down some of their observations and send them along.

Any funny or unusual remarks by a child under twelve are eligible. Address "Children's Page—Two Bells"—and be sure to include the youngster's age.

ASSUMING CONDITIONS

By J. COLLINS,
Supervisor of Safety

It is difficult to understand why a man who has spent considerable time and effort to secure a job, makes very little effort to learn and apply the rules by which that job is governed. This lack of effort, in many cases, results in dismissal.

When you start to work here, the job is yours. We have men willing and anxious to show you how to hold it. These men cannot hold it for you, nor keep you from throwing it away through indifference. There are two types of men who are not adapted to this kind of work—one is the discourteous man—the other the man who wishes to do as he pleases, regardless of the consequences.

It is not difficult to do this work, if certain principles are applied. We teach the system—you apply it. With work, it is the same as it is with accidents—it makes no difference what others may do, the only problem that confronts you is that of yourself. The thing that counts is the way you react toward the things with which you come in contact.

A large percentage of the accidents

involving responsibility are those wherein the man on the cars assumed a condition, instead of considering an actual condition. Know that the switch point is set properly—do not assume that this condition exists. When not certain of your location when running at night, or during a rain or a fog, never over-run your lights—always be able to stop the car within the range of your vision—to do otherwise is assuming a condition. In approaching a place of known danger, such as a track crossing, stop should be planned at the near end of the safety zone and, when under control, "ease in" to the proper stopping place. Individual judgment is not permitted at places where the judgment of a committee of several individuals has been exercised, and a definite rule has been established—at such places, the action to be taken has been decided for us, and for a very good reason.

I know that you men can do this work as it should be done, and you can do it without having accidents. When we receive reports from different sources of careless or reckless operation; or a man has been involved in an accident, an instructor or saf-

(Continued on Page 14)

Service Check Promises Improved Operation

Employing the traditional "fine tooth comb," the Transportation Department, beginning the first of the year, has been going over the schedules and operation of our sixty-two car and coach lines to determine in what way service may be improved.

Passengers on all cars or coaches and the time they pass several points on each line are being checked for eighteen hours per day for at least two days (between Monday to Friday) and also on Saturday and Sunday. The results of these checks are compiled to find what change is required in the number of cars or coaches which should be operated past these points during the different hours of the day in order to provide adequate service to the public.

On the same days that such checks

are made, the running time of the cars or coaches is also checked. An observer rides on about every fourth car or coach during the eighteen-hour period. These men are partly drawn from the supervisory forces and partly from the men who actually operate the vehicles—motormen, conductors and operators. They record the time used from point to point and count the passengers on their cars at each point, and also comment on the operation on these trips. From this check, together with the time of cars as observed on the point check, is determined a new running time, based upon actual conditions.

Together these checks form the basis for new schedules, which will provide for more even spacing of cars, less overcrowding and better operation from the standpoint of the public. The new schedules will have one major difference from present schedules in that there will be no "free running time," as time points will be shown from departure at one terminal to arrival at the other.

It is expected that the outcome of this work will result in greater satisfaction for everyone—the public, the operating forces and the company as a whole. Gratification is being expressed at the cooperation of both those men who are taking part in the analysis and others who have been informed of the procedure and purpose.

Judge: "You here again! I told you I never wanted to see you any more."

Prisoner: "I told the policeman that, but he wouldn't believe it."

Salesman—"Ladies and gentlemen, I have here the famous flexible comb that will stand any kind of treatment. You can bend it double—you can hit with a hammer—you can twist it—you can—"

Interested Listener—"Say, mister, can you comb your hair with it?"



Charles W. Merrill

FIRST STREET GUIDE RECALLED

By GEORGE E. FERGUSON

Way, way back in the days of bustles, bunions, bicycles and spike-toed shoes there was a young man who braved the dangers of the tin-type maker, and the picture above is the result of his daring effort. To acquaint you with this, then young man, we present Charles W. Merrill, who entered the service October, 1896, as a bell-cord puller and nickle grabber at Division One.

Charlie's favorite motorman in the "go get 'em" days was James T. Brown, known to his riding public as "Chicken" Brown because of his hobby for raising blooded chickens, and he tells of the presentation of a beautiful gold watch by his admiring patrons.

In 1906, after several years of answering questions and getting nowhere, Merrill decided that he would get out a street guide that would relieve many of this thankless task, and so forthwith he put his ideas into print, protected by ample copyright laws and thirty-seven thousand correct street guides served our citizens. Later he sold his rights and since that time it has been supplanted by others but none, as yet, are as complete as the one he put on the market.

Merrill now has an easier position—that of watchman at Division Three, and as he travels into the evening of life, he can look back and say without fear of contradiction that he gave his best in whatever place his services were needed.

ASSUMING CONDITIONS

(Continued from Page 13)

ety man is notified to catch the car. The moment this man steps up beside the one in question (although no word is spoken) the operation conforms to the rules, and you know, as well as I know, that you do not have accidents while these men are on the car with you. This has been true in the past, and will hold true in the future, because their presence has a tendency to influence your mind towards right action—therefore, if you must assume anything, assume that a safety man is standing beside you, watching for a mistake that you are bound and determined not to make. If you do this, the year of 1937, I feel certain, will go down in your life as a turning point for the best. As you change toward people and things, you will find that they change toward you—resulting in freedom from worry, better health and greater prosperity.

LARY Clubs Active

NEW MEMBERS

For Square and Compass

Any member that failed to turn out for the first meeting of the New Year certainly missed a grand evening. The members literally devoured one of the best dinners they have ever had, which was followed by an excellent vaudeville show that Florenz Ziegfeld would have been proud to present. The meeting was held the night of January 16, at Scully's Cafe, and was the first under the direction of President Walter Whiteside, who acted like a veteran even if he did introduce a prominent past president twice. Walter was ably assisted by Vice-president Les Sparks and Secretary Joe Steenrod.

Appointed to serve on committees were the following: Entertainment, Les Sparks and Charles Shelton. Auditing, H. H. Peterson, C. C. Fischer, and Bill Taylor. Club Representatives, Division 1, Operating, J. F. McCormick; Division 1, Mechanical, C. H. Heywood; Division 3, Operating, John Miller; Division 3, Mechanical, W. I. Green; Division 4, Operating, H. Nelson; Division 4, Mechanical, Geo. Smith; Division 5, Operating, Dick Hoyle; Division 5, Mechanical, F. E. Dudley; 16th Street, H. M. McCormick; Vernon Yards, Kelly Holmes; South Park, Charles DeBaun; Main Office, Geo. Scott.

Welcomed as new members of the Club were: Supervisor E. G. Gilmore and L. S. Lawler of Division Five.

Present for the meeting were five past presidents: E. R. Dye, J. E. Steenrod, P. T. Klinglesmith, W. M. Morgan, and O. T. Elrod.

SUPERVISORY FORCE

Holds Meeting

The December meeting of the Foremen and Supervisory forces of the Mechanical and Automotive Equipment Departments was held in the Instruction Room at Division 2, with C. B. Lindsey, Superintendent of Automotive Equipment as chairman of the day.

The chairman called the meeting to order, and introduced Mr. H. L. Thompson, foreman of Los Angeles Motor Coach Company, at Virgil Street Garage, followed by opening remarks and a message from R. W. Anderson who is in the California Hospital.

Floyd Nolf gave us some snap shots of transportation, explaining the different types of equipment, and territory served by each.

D. J. Sullivan explained the trackless trolley at length, and a request was made that copies be furnished the group for their information.

Doyle Rishel chose for his subject: "Traffic Accident Conditions."

F. O. Rowbottom followed with a description of his ride on the Soto Motor Coach Line, and the Wilshire Line, as a paying passenger, which included some amusing incidents.

F. T. Burchett presented the group with folders containing their contributions to the meetings to date.

After intermission the Westinghouse representatives presented two reels of moving pictures, "Pioneers of America" and "Itchy - Scratchy," which were both well received.

The Superintendent of Equipment spoke of the reduction that had been made in the number of Equipment Failures, and called the attention of

PISTOL TEAM

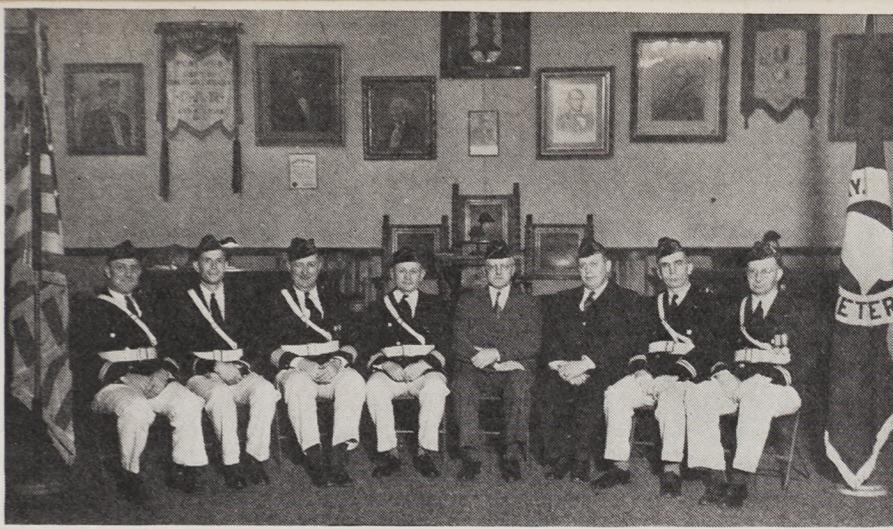
Ratings High

The Los Angeles Railway Silver Bullet Team has started the year with a *bang!* January 10 saw a hot contest among the members of the Centinela Springs Revolver Association for two awards; one a medal donated by Dr. Van Gilder's father, and the other a weekly \$1.50 pass donated by the Los Angeles Railway. Both prizes were won by members of the Silver Bullet Team. J. C. Brewer won the medal with a score of 299, and Denny Garner took second place with a score of 296.

The first Sunday of the year was reserved for practice and nothing of any note occurred. Our program started on December 6 with a match between a four-man team of Silver Bullets against a four-man team of Inglewood Marine Reserves. The Marine Corps team scored 838 while the Silver Bullets had 1017 points. J. C. Brewer had high individual score that day of 271.

On December 13, a shoot for ratings was held, and three members of the LARY team won expert bars for 1936. J. R. Herring, with a score of 269, now holds the highest official score of any of the Los Angeles Railway men. J. C. Brewer and Denny Garner, both of the Coach Division, won their expert ratings with a score of 267 each. We think a good many more of the Railway boys could equal this if they would only get out to the range for practice.

the foremen to the closing of yearly work orders and the taking of tool inventories.



New Officers installed by Veterans Club. Left to right: First Vice Commander, H. F. Nelson; Second Vice Commander, O. Lund; Adjutant, S. H. Deane; Commander, L. E. Barkley; Honorary Post Commander, P. B. Harris; Finance Officer, S. T. Cooper; Chaplain, C. J. Jackson; Sergeant-at-Arms, R. C. Hoyle.

Listening In on the Vets

VETERANS CLUB

By S. H. DEANE, *Adjutant*

The Installation of new officers for the year 1937 of the Los Angeles Railway Veterans Club and Auxiliary was held at Patriotic Hall Monday evening, January 25, 1937.

The officers were installed by the drill team of Inglewood Post 13, Canadian Legion, B.E.S.L. It is indeed a pleasure to witness the work of this crack installing team, which has so ably and graciously assisted the Veterans Club in previous years.

The Inglewood Post 13 Auxiliary, Canadian Legion B.E.S.L., installed our Veterans Club Auxiliary ladies equally as efficiently and capably as did the men, but we will let the ladies speak for themselves.

Due to the numerous bad colds and prevalent illnesses there were many unable to attend that we would have been much pleased to have had with us. However, we wish all the sick a speedy recovery and hope for more favorable conditions next year.

After the installing ceremonies were over, all guests and friends were invited to the large dining room

Installations Featured

New Members Sought

downstairs for refreshments and dancing. Here were found a few comrades ably doing K.P. duty and music furnished by Doug. Deane and his Swing Band. (Modesty overcomes Father Deane at this point and he neglects to mention that the music put out by Doug and his high school players would do credit to many a professional organization.—Ed.)

The newly installed officers, under Leonard E. Barkley of Division Three, as Commander, have many plans for making this a very successful year for the Los Angeles Railway Veterans Club, and earnestly request all members to help them in carrying out these plans.

Veterans of Foreign Wars

By ROY T. GAMBLE, *Commander*

If you were not present at the Children's Christmas Party put on by South West Post No. 2828 on the evening of December 18 you surely missed a treat. The children put on a

wonderful entertainment under the supervision of Sister Heft. Santa Claus was there in person and handed out presents which delighted all the children. Everyone enjoyed the tasty lunch prepared by the Ladies Auxiliary.

Who do you think is one of the latest recruits to our ranks? None other than our good Supervisor Ramsey of the Operating Department. Comrade Ramsey served over seas during the World War, with 316th M.O.R.S. Ammunition Train.

Get busy, Comrades, and get the rest of our Buddies who are eligible to the organization to come into our post.

At this time I would like to invite all of the LARY family to attend our dance at 1131 West Manchester on Saturday night, February 6. Admission 50 cents, refreshments free. If you have never attended one of our dances try this one and you will not miss another.

American Legion

It rained and it poured but not enough to keep several good fighting Comrades away from the meeting, January 5. The rest of you Comrades have the spirit but you are letting yourself slip just a little.

There were several applications passed on and if you Comrades will turn out for the next meeting we will complete your initiation, so you can get in there and work with the rest of the Comrades.

Comrades who promised to fill out applications after the first of the year are requested to do so right away.

The 17th District President, Mrs. Irene Burgoon, called a meeting of all ladies eligible for the Auxiliary which was organized on January 5. Mrs. Betty Leasman, wife of our Commander, was elected as the first president of the LARY Unit No. 541 Auxiliary.

After the meeting we all adjourned to the dining room for refreshments which were much enjoyed.

Sergeant-at-Arms Coulter carried Post Colors in the Rose Parade at Pasadena New Year's Day and from the reports that came in he did a very nice job of it.

Don't forget that we meet the first Tuesday and the third Monday of each month in Patriotic Hall, 1816 South Figueroa. Come up and see us some time.

R. H. MANNING, *Adjutant.*

Officers installed by Veterans Club Auxiliary. Left to right: Senior Vice-President, Ruby Lynn; Junior Vice-President, Ella Hoyle; Secretary, Theresa Madigan; President, Josephine Clark; Treasurer, Edna Clark; Chaplain, Mary Wiley.

Auxiliary

Well, here we are—the new baby unit of the 17th District. We have our sleeves rolled up and are going to show you comrades in the Post how much we appreciate your voting to have an Auxiliary.

Ladies of the Railway family: If your husband is eligible to join the American Legion see that he does so. Then you join our organization. There will be lots of good times and some interesting work for the disabled veteran.

A RULE OF THREE

Three things to govern—temper, tongue and conduct.

Three things to cultivate—courage, affection and gentleness.

Three things to command—thrift, industry and promptness.

Three things to wish for—health, friends and contentment.

Three things to admire—dignity, gracefulness and intellectual power.

Three things to despise—cruelty, arrogance and ingratitude.

—*The Independent Forester.*

Employes' Ass'n

The regular monthly meeting of the Joint Committee was held on January 14, 1937.

We are bringing to the attention of the company propositions worthy of consideration, and for the good of the members and employes as a whole.

If you have something which might help some of your fellow employes, or prove of value to the service generally, put it up to the Association.

Help your Association. It is endeavoring to help you.

It has been suggested that a Bowling League be started, say six or eight teams. This is a splendid suggestion. We now have two bowling teams within the organization, and one of these has already done credit to itself as a team, having carried off the high honors in a City League for the past three years. Anyone interested should contact the secretary, and the matter will be brought to the attention of a committee in charge, which will endeavor to promote this league.

F. W. MELLENTIN, *Secretary.*



Basketball



VERNON YARD BASKETBALL TEAM: Back row, left to right, J. Rocha, J. Miranda, M. Salcido and Carl Thompson (manager). Front row, J. Fisher, H. Simonson, R. Copper and J. Mendez.



THE THREE BUSIEST MEN IN LARY BASKETBALL ACTIVITIES: Left to right, C. C. (Casey) Jones, Official Scorekeeper; Harry Gilmore, League President, and D. D. McClurg, Secretary and Manager of Division Five Team.

Hot Mid-Season Race Develops

By C. J. KNITTLE

The eight teams of the LARY Basketball League passed the half-way mark in their fourteen weeks tourney on January 8 with the Los Angeles Motor Coach team in first place.

Sixteenth Street Coach team is holding second place with a one-half game lead over Division Five who

recently climbed into third place.

Division Four and Vernon Yard are tied for fourth place, and from there on, going down, we have South Park Shops, Division Three and Division One.

The competition, of course, is remarkably keen and regardless of their positions in the standings the major-

ity of teams have high hopes of climbing to the upper places in the second half of the season.

In all competitive sports, however, the game is the thing. Competition is merely a formal way of exercising play tendencies which are as old as life. The basketball court is a place where, under the energies of the play

instinct and under the rules of the game, these lads find a way to exercise their mental and physical skills in spite of hurt, exhaustion or emotion.

The making of strong, healthy men is the aim of competition, not the winning of victories, much less the winning of prizes and the like. We do not strive for prizes because we are urged by the instinct to play. Take away the prizes and we would still play; take away the instinct and we would have little interest in the prizes.

Let us look over the scores of recent games and then the standings:

December 18, at 8:00 p. m., Court No. 1
 South Park Shops (23) Vernon Yard (24)
 Littlefield (3).....F.....Simonson (10)
 Stanley (2).....F.....Miranda (4)
 Horton (6).....C.....Mendez (2)
 Farmer (3).....G.....Copper (0)
 Henderson (1).....G.....Salcido (5)
 Scoring substitutes for South Park Shops:
 Westcombe (5), Ellis (2), Chamberlain (1).

For Vernon Yard: Rocha (3).

Score by Quarters

South Park Shops..... 0 10 6 7—(23)
 Vernon Yard 4 4 2 14—(24)

It was a hard fought game from beginning to end. Score was tied 20-20 at the end of the fourth quarter. In the extra five minutes of play, Rocha made a free throw. Horton followed up with a field goal. Salcido made another free throw for Vernon. Henderson followed with a free throw for Shops and Simonson retaliated with a field goal to make the winning point for Vernon.

December 18, at 8:00 p. m., Court No. 2
 L.A.M.C. (25) Division One (13)
 Wycoff (4).....F.....Morrisey (4)
 Strong (7).....F.....Jacobs (1)
 Reynolds (11).....C.....Trout (5)
 Owen (0).....G.....Roberts (2)
 Oates (0).....G.....Twynham (1)

Scoring substitutes for L.A.M.C.: Wallen (3).

Score by Quarters

L. A. M. C..... 7 7 6 5—(25)
 Division One..... 4 4 1 4—(13)

It was a strong defensive, slow scoring game with neither team making much headway in points. Strong and Reynolds' game was steady. Wycoff's passing was very good. Trout and Morrisey were tops for Division One. Otherwise it was a very listless game.

December 18 at 9:00 p. m., Court No. 1
 Division Four (18) 16th St. Coach (19)
 Boyer (9).....F.....Lehman (12)
 Hipes (1).....F.....Fisher (2)
 Weaver (1).....C.....Logan (3)
 Curry (5).....G.....T. Jeqrey (3)
 Morrow (0).....G.....Aure (2)

Scoring substitutes for Division Four:
 Hedger (2).

Score by Quarters

Division Four..... 6 8 2 2—(18)
 16th St. Coach..... 1 6 4 8—(19)

Lots of action. Both sides played a fast defensive. Boyer and Curry were outstanding of the Division Four boys with fast passing and field goals. Lehman of the Coach lads broke loose in the last half and piled up eight points. Aure, Coach guard, had much to do with holding the Division Four boys in the last half with his strong defense under the goal.

Court Changed

Games shown on our playing schedule for February 5, 12, 19, and 26, 1937, will be played on February 7, 14, 21, and 28, respectively. This change from Friday nights to Sunday nights was made necessary due to the fact that we lost the use of Court No. 2. All games are to be played on Court No. 1; first game to start at 6:00 p. m. The first team to play at this time will be the one shown on our playing schedule in Court No. 1 for 8:00 p. m. The second game to follow this one immediately will be the team shown on schedule as playing in Court No. 2 at 8:00 p. m. This same procedure will apply to the team schedule for 9:00 p. m. There will not be any delay between games. Each game takes approximately 45 to 50 minutes.

H. W. GILMORE, *President.*

B. B. McCLEERY, *Secretary.*

BASKETBALL LEAGUE.

December 18, at 9:00 p. m., Court No. 2
 Division Five (37) Division Three (35)
 Ulrich (11).....F.....Maze (3)
 Smith (0).....F.....Leese (0)
 Pace (18).....C.....Broman (5)
 Scott (3).....G.....Triboulet (2)
 Temple (2).....G.....Martin (0)

Scoring substitutes for Division Five:
 Bougher (3).

For Division Three: Christenson (8), Llewelyn (4), Barnett (13).

Score by Quarters

Division Three..... 7 6 11 11—(35)
 Division Five 10 8 6 11—(37)

It was a hard, rough game with Division Three having 21 personal fouls called and three men having to leave the game. Division Five took nineteen points on free throws. Barnett and Christenson led in piling up points for the Division Three boys

and Pace led the scoring for Division Five with eighteen points.

January 8, at 8:00 p. m., Court No. 1

Division Four (20) L.A.M.C. (21)
 Boyer (2).....F.....Wycoff (6)
 Hedger (2).....F.....Strong (6)
 Weaver (2).....C.....Reynolds (8)
 Sprague (0).....G.....Owen (1)
 Whitcomb (0).....G.....Oates (0)

Scoring substitutes for Division Four:
 Hipes (8) and Curry (6).

Score by Quarters

Division Four..... 7 6 2 5—(20)
 L. A. M. C..... 5 6 2 8—(21)

This was a very fast game with no outstanding stars as every man played a bang-up game. Hipes and Curry for Division Four and Strong and Reynolds for Coach were the high point men.

January 8 at 8:45 p. m., Court No. 1

16th St. Coach (49) Division One (6)
 Lehman (18).....F.....Carney (0)
 Fisher (4).....F.....Trout (2)
 Logan (9).....C.....Melroy (2)
 T. Jeffries (2).....G.....Duncan (2)
 Aure (2).....G.....Mann (0)

Scoring substitutes for 16th St. Coach:
 B. Jeffries (10) and Sommers (4).

Score by Quarters

16th St. Coach..... 11 12 14 12—(49)
 Division One 0 0 0 6—(6)

It was a hard luck session for the Division One lads but our best wishes are for them. We hope to see them get on the winning end in the second half of the season.

January 8 at 9:40 p. m., Court No. 1

Div. Five (27) South Park Shops (14)
 Bougher (3).....F.....Farmer (1)
 Smith (2).....F.....Stanley (1)
 Pace (11).....C.....Horton (5)
 Scott (3).....G.....Ross (1)
 Ulrich (8).....G.....Chamberlain (4)

Scoring substitutes for South Park Shops:
 Littlefield (2).

Score by Quarters

Division Five 7 5 3 12—(27)
 South Park Shops..... 4 3 3 4—(14)

Both teams played a fast defensive game and, though the scoring was slow, the crowd of spectators appeared to thoroughly enjoy the contest. Pace and Ulrich of Division Five and Horton and Chamberlain of the Shops team played excellent games both in passing and scoring.

January 8 at 10:30 p. m., Court No. 1

Division Three (20) Vernon Yard (40)
 Maze (0).....F.....Simonson (10)
 Leese (3).....F.....Miranda (7)
 Broman (12).....C.....Mendez (12)
 Triboulet (1).....G.....Copper (0)
 Martin (0).....G.....Salcido (9)

Scoring substitutes for Division Three:
 Drayer (2) and Barnett (2). For Vernon Yard: Rocha (2).

They Tell Us . . .



We can't claim a scoop in presenting Christmas tree news in the January Issue, but thought the trees



shown (received too late for the Christmas Issue) were worthy of comment.

Charles H. Hardy, 16th Street Coach Division Scribe, tells us about the tree pictured on the top above:

"This unique and beautifully decorated Christmas tree was to be seen at Tom Eddy's home, 3510 Eagle

H. N. Cole has resigned from his duties as Scribe for Division One after many moons of good reporting for Two Bells. We're sorry to lose him, but believe his place will be capably filled by the new Scribe, C. J. Baylor, below.



Division One

C. J. BAYLOR

As the 1937 baseball season approaches, we notice unusual activity and business-like preparations presaging a thoroughly organized and competent team for Division One.

Street, during the last Christmas holidays.

"On the top deck is shown the City of Bethlehem, in front the stable, and the Christ child in the manger; Mary and Joseph sitting alongside, and the three wise men and their camels standing on the outside; a pen of sheep on the right and cattle in a pen on the left. On the bottom deck in the center a seaport is represented with the ships tied up on strike, Marines standing guard on the pier. In front on the right is an airport with several small airplanes outside, on the left two planes are in midair. An up-to-date freight train can be seen standing at the station. In the rear on the right is an Indian reservation with Indians standing around a camp fire, and on the left some soldiers in an encampment.

"Tom Eddy is a night watchman and started with the company as a mechanic June 15, 1911."

* * *

Ample evidence of the Christmas Spirit that prevailed at Division Three may be seen in the Christ-decorated tree at bottom left. Contributed by the trainmen, the tree owes its attractive appearance to the efforts of Motorman and Mrs. S. L. Bragg.

Motorman Leo Nethersole, who has been unanimously elected as manager, says he has mapped out an extensive schedule of hard work on the practice field, and when Leo undertakes a task, you may rest assured of its accomplishment, as he knows no such word as fail.

Conductor R. B. (Dick) Means, captain of the team, is well known as he has been associated with railway teams as a player and official for some time.

Other officers who will contribute to the success of the team are: R. E. Beckett, vice-captain, and Mrs. R. E. Beckett, wife of Motorman R. E. Beckett, secretary-treasurer.

Those desiring to play the coming season, kindly see your manager or your captain, so your names and addresses may be entered on the secretary's book for a line-up, and be sure to watch the bulletin board for a schedule of games and practice announcements.

Conductor and Mrs. E. O'Neil were hosts to the members of the team at a social held at their home on Friday, January 8.

Manager Nethersole says a fine time was had by all, and that a St. Valentine Day dance will be held next month under the team's sponsorship; the date to be announced later.



Robert, age 5, son of Conductor A. D. Merritt (Division 1). Judging from the firebell on the front of his bike, Robert ought not to have much trouble with sidewalk traffic congestion!

Spring and summer cannot be very far away as that little old bug "vacationitis" has started to bite already. The first to feel its effect was Motorman C. M. Long . . . when last heard from he was headed for Oregon and points north, accompanied by Mrs. Long and family.

Conductor Pat Kelley and Conductor G. Spilker should be giving cigars—or something. They are continuously being mistaken for each other, but we don't know who should be complimented.

I have often wondered why our genial Foreman, J. B. Lair, always frowns whenever I see him driving down Western Avenue of a morning . . . what would happen if Motorman Rosey Rosenstein couldn't get a salami sandwich for a day . . . and where Conductor Cowboy Coats found that million dollar smile.



Division Three

L. VOLNER

On Christmas morning, not only did Motorman T. A. Ferguson begin to celebrate Christmas but also the beginning of his retirement as a motorman after many years' service with this Company, during which time he made many friends, both with the trainmen and the public. Mr. Ferguson decided to retire and take things easy. He was well liked by all the boys, and he can always remember he has many friends at Division Three.

Before Christmas, a grocery store had a raffle on a turkey which was won by Conductor L. E. Thompson, but Mr. Thompson says he did not really gain anything on this deal as they did not have a thing in the house large enough to cook the turkey in, so he had to buy a new roaster.

For some time Motorman F. L. Leadbetter has been off his run, as he was called to Washington on account of the death of his father. The sympathy of all the boys is extended to Mr. Leadbetter in his bereavement.

Not only does a trainman derive great satisfaction from being courteous to a passenger, but the passenger notices such things himself, as Conductor I. Gasparro can testify. One of his regular riders sent him a beautiful Christmas card and also enclosed a one dollar bill, addressed to "Our Courtesy Conductor."

After about one year's service on the cars, Motorman F. H. Jones has resigned to accept an appointment as a member of the Los Angeles Police Department.

In looking over the list of names at this Division, Transfer Clerk H. A. Russell says he finds many that are both unique and interesting:

"We have a MANN, that can both REID and WRIGHT; a CARPENTER that uses

a RULE and an AUGER; a HEAD that can LEGGITT when his CHALMERS BALKS, and we have several WALKERS that can DOWN him. We have several CHESHIRE KATZ that HOWELL, and we feed 'em FISH with a large FINN. We overcome dark DAYS with LIGHT that brings out the HUGHES, such as ROSE, BLACK, BROWN and WHITE, which is no color at HALL. We have CANS both SMALL and BIGGER, of every BRAND that go down our STREETS and RHOADES, DUSTY and otherwise; also a WISEMAN and a DUFFEY with a FOOTE that's AITKEN—it's always an AKER. We have a SPOONER, HAND he can make LOVE at KNIGHT in a CAVE. What KERR we for STORMS in WINTER, we have our WOOD and COALE and BURNETT. We have a PENNEY, so we are not POOR. We sometimes get into a MAZE, but we WRIDE, WRIGHT out of it with all our GAUL and raise CAIN and do it again when ABEL. We have a PARSON, that is a CHRISTIAN, but a HELLMAN that is a SKINNER, and several DEANS to watch over us, and to CAPP the STORY we have a NUTT; otherwise this would not have been written. IT'S TARRable. So LONG!"

During the first of the month Motorman H. N. Andrews took a week off to visit in San Francisco. He reports an enjoyable trip.

Conductor H. Tann and family have returned from a several days' visit with relatives in Colorado.

Motorman L. H. Nielsen—one of our newcomers—has the sympathy of the entire Division on account of the loss of his three-year-old boy who was killed in an automobile accident at Manitou and Griffin Avenue, January 9. Mrs. Nielsen was seriously injured, but we are glad to report that she is improving. Mr. Nielsen and his six-year-old daughter escaped with but a few bruises.



Division Four

C. J. KNITTLE

The recent rains and extremely cold weather caused so much flu and other afflictions among Division Four trainmen that on some days as many as forty-eight were compelled to go on the sick list and many crews were asked to work on their day off.

On December 27, a rainy day, Motorman H. C. MacDonald had his Master Buick Coach demolished in a head-on collision with another auto at Washington and Magnolia. MacDonald and the other driver received minor cuts and bruises.

Motorman C. V. Hunter, on the way to the Division early in the morning of January 9, came upon a section of wet road at Ninth and Warehouse Streets, but it was not water. It was ice and after doing a



Diana Lou Clayton. How would you like to have a sweet young lady like this? Diana is the daughter of Conductor and Mrs. W. H. Clayton. Father Clayton is a Division 4 trainman.

few fast pinwheels, the flivver skidded forcefully into the curb, breaking both rear wheels. The accident caused Hunter to miss out on his run.

It was rumored, one day recently, that there was over eleven feet of snow out on the west end of Line "A," and the report was not entirely unfounded. Conductor W. H. Snow was working a run on the line, and Instructor H. F. Snow was at Alsace terminal examining conductors on the proper handling of the Form 3 tickets.

Our sincere sympathy is extended Conductor Duke Lowen on the recent death of his mother.

Motorman K. E. Weaver moved January 10 to his new home in Bell Gardens.

Conductor and Mrs. J. A. Douglas celebrated their twenty-fifth wedding anniversary on December 19. Our sincere wish is that they will enjoy as many more happy years together.

Division Four Baseball Team held a meeting January 14 to elect a manager and start plans for the coming season. Frank Ervin, Division Clerk, was chosen to manage the club this year.

Motorman G. S. Sprague has been granted thirty days leave to visit his mother who is ill in Fort Worth, Texas.

Motorman J. W. Looney resigned January 14 to go into the dairy business.

Motorman A. J. Lange and Conductor J. K. Waner received a handsome box of candy and cookies for courtesy to an elderly woman. The box arrived at the Division during the holidays but the lady failed to sign her name or, rather, merely stated she was "One of your patrons on the Pico Line."



Division Five

FRED MASON

Our basketball team has sure been going great guns lately. We started in the win column by taking last year's champions, Division Four, by the score of 53 to 23, and in that game our boys were just unbeatable. They then met Division Three and won a close game by 37 to 35, and followed that victory with a win over South Park Shops by 27 to 14. Those of you who haven't been out to any of the games are sure missing some great entertainment. A lot of credit is due Manager D. D. McClurg and the whole team, and special mention must be made of Motorman R. W. Pace, who certainly finds that basket.

John, our jovial janitor, overheard one of the boys telling somebody that he played baseball in Yonkers. John came in the office and said, "Mr. Madigan, what are Yonkers? I just heard a fellow say he played baseball in them." Ouch!



Presenting four generations of the Slaughter family. Reading from left to right is Mrs. Slaughter, her son, Conductor F. B. Slaughter, of Division Five, his daughter, Mrs. Marion Dillard, and her son Kenneth, age 4 years.

One afternoon recently a lady came up to the window and asked Mr. Paine if Stoopnagle was in yet. Mr. Paine replied that he was sorry but we did not have a man by that name. "Oh," exclaimed the lady, "I mean Motorman A. Kraus." So, if there happens to be a "Bud" around here, get acquainted with Mr. Stoopnagle.

The boys of Division Five join in expressing their heartfelt sympathies to Motorman W. Leffingwell in his recent bereavement, when his mother was fatally injured as the result of being struck by an automobile on December 30.

We are glad to see Conductor W. C. Skinnell up and around and here's hoping

that he will soon be able to get back on the job.

On the morning of January 14 not a miss-out was recorded. How about doing this all the time and then topping it with some no accident days?



Vernon Yard

H. I. SCHAUBERT

Hamburger and soup for Elmer Mitchell now—taffy and steaks after he gets a little practice with the new teeth.

Ed Fleming narrowly escaped serious injury when he walked into the tongs on the derrick the other day on Rowan Avenue. That is one black eye he won't have to explain—too many saw him get it.

Jack Glover dropped into a salesroom to see if the new model was any improvement over his old car, and had the misfortune to run afoul of a good salesman. It's a nice new car you have, Jack.

"Curt" Curtwright, former watchman for the Railway but now with Griffith Company, was seriously injured on Christmas Eve when struck by a hit-and-run driver on the South Broadway job.

Another former employe to require hospitalization is Johnny Craig, former compressor operator. He is now recovering from an attack of lockjaw.

Charlie Smith, switch repairer, very generously furnished proof of his hunting prowess by giving away his last limit of quail.

Babe Gravino decided one fat guy could get quail just as well as any other, so he tried it. Net results, two quail and many, many, mushrooms. No, mushrooms do not grow in hilly or brushy country but in nice level pastures. Babe balanced his diet by stooping to pick 'em and bending the elbow to tuck 'em in. . .

Two Track Department members took advantage of the Christmas holiday by making trips to San Francisco; "Mac" Cavanaugh and Pat Connolly. "Mac's" trip was uneventful, but Pat decided to return by train after the driver of the car he was riding in received a citation for doing 72 miles per hour on the Ridge Route.



16th Street Coach

CHARLES H. HARDY

Lou Singer and B. H. Nicholson received injuries in a smash-up while riding to work in the latter's car. They were hit by another car at Sixteenth and San Pedro Streets. Nicholson received a broken kneecap while Singer had to have several

stitches in his forehead and two more in his nose. P. S.: We understand that he was considering having it changed into an Irish snuzzle at this time.

If L. A. Morton had been superstitious he would have rushed out to obtain a rabbit's foot recently. One day's record was as follows: Work run 313, train 13, coach 1613, fare box number 1313, cash taken in \$13.00.

Jimmy Kresge's sensational fighter, Harry Nichols, who almost won the closely contested Golden Gloves Tournament recently, is expected to turn professional very shortly.

You can't win, believes Bill Haynes. Recently in Pasadena while on his way to work he picked up a nickel. Next morning when he arrived on the job he was charged with a five-cent shortage. He has not figured it out yet.

V. H. Miller engaged in combat with an auto on Wilshire Boulevard. He came off second best with a B.O. hand.

We offer our sympathies to W. T. Dean whose mother passed away recently.

E. Coffman is back after three months of sick leave.

A. G. Gribbling who was injured when hit by a baseball, is able to be up and about but is not quite ready for duty.

We are happy to hear that C. O. Morse is able to be up and about. Keep up the good work, Charlie. We expect to have you back with us soon.

At the time of this writing J. L. Schnyder was to undergo a serious stomach operation at the General Hospital. C. G. Austin and A. P. Schunck were accepted from those who volunteered to give their blood in a possible transfusion. Schnyder is located in room 800 on the sixth floor.



Operator W. T. Rowe (16th Street) and son, Stephen, age 8½ months, who, as a future football star, is about to grab a forward pass.

GARAGE

Pat Pearce has been suffering from head cuts which required several stitches. Pat claims that the first time he actually saw stars was when that truck handle flew up and hit him.

We understand that Jimmy Deam's car ran out of gas late one evening. He hiked five blocks to a station for a can of gas and later walked back to return the empty can. Returning to the car he noticed a stranger sitting in it. It is then, the story goes, that he found that he had put the gas in the wrong car.

Joe Crawford's young son hopes that his electric train will not be worn out by the time papa is through playing with it.

We offer our deepest sympathy to Miss Emerson, whose brother, Harry Emerson, passed away in San Francisco recently.

Ed Sullivan's convalescence is practically over. He visited the garage recently and was looking fine.

For a nominal fee, Red Crawford will increase the capacity of your gas tank.

The annual Christmas tree was put up in the garage decked out with the usual useful and interesting gifts, among which was an armful of wood for Tom Juris; a no-account cigar for McInally; a home-made curling iron for A. Jackson; a second-hand razor for Joe Gentry; a toothless comb for C. B. Lindsay; a flying helmet for Ace Penny, and a coil spring for "Knee Action" Savage.

V. Trombly had been on the sick list for six weeks when this was written.

Ray Anderson is expected back on the job by the time this is printed. Ray has fully recovered from a major operation performed several weeks ago.



Glenn Jay Powell, four months old, and Mrs. Glenn Powell. The proud papa is serviceman at the 16th Street Garage.

car Albert Crum and his wife were struck by a P. E. car. They were severely shaken up and bruised and had to be taken to a hospital for a few days. At the time of this writing they are both improving rapidly, and Albert expects to return to work very shortly.

BONDING

Fire Chief Payne says, "Be sure to read the instructions on your new fire equipment. You may find this information handy."



ELECTRICAL



WALTER WHITESIDE

LINE

Ray Kiddoo says that the Chamber of Commerce of Glendale is all burned up over the reports that during the recent cold spell the thermometer dropped to 15 degrees. They contend that Glendale enjoyed perfect weather and the minimum temperature was only 16 degrees.

During the past month E. Rios and Tom Psaras had to take time off due to illness.

SUBSTATIONS

S. H. Phillips had the misfortune of having his house burn to the ground last month. He and his wife were attending a neighborhood theatre, and did not know of the catastrophe till they returned to their home.

Noticed that Russell MacMillan, of gun club fame, won his holiday turkey at a club shoot.

One morning recently while riding in his



Shops

F. ARLEIGH FRAZIER

W. W. Huskey is now wearing a tie since he is riding the street car to work. We haven't heard what the attraction is but will let you in on the secret when we find out who she is.

Mr. J. Mathis is in the market for second-hand parts for his 1910 Ford which left him sitting on the road.

If you want the latest frost warning information ask Warren Brown. He is making an extensive study of frost this winter beginning at about 2:00 a. m. every morning. He also makes a special request for all discarded cans, water buckets, tubs or anything that can be used to smudge in.

Frank Dyer and Al Dillenger are on the sick list.

Jimmy Hale, formerly of South Park,

has for sale a light 2-wheel trailer for camping with sleeping space for two and an outside kitchenette. It can be seen at 227 East 54th Street, or call Walter Jones of the Winding Room at the Shops. No reasonable offer refused.

Virgil & Santa Monica Coach



D. S. COBURN

The boys at Virgil Division are going in for new cars in a big way with Willie Porter driving a new DeSoto, H. H. Jackson a new Plymouth Sedan, Carl Kuhlman a DeSoto, Dispatcher Tudor a Terraplane and Mr. Patton a new Chevrolet Sedan.

Mr. Van Vranken, our former General Manager, made a visit to the Garage a few days ago. He is looking fine and seems to be enjoying himself very much since his retirement.

Conductor C. E. Lidamore's car was stolen while parked near the garage. He has not recovered it as yet.

Mr. F. C. Patton, General Manager, is in the east on business. We hope to have an interesting account of his trip on his return.

By placing a container of "canned heat" in his car, our ingenious operator, "Gilly" Gilland, has devised a way of keeping warm while checking on cold mornings.

Conductor Oscar Sabin has resigned and is on his way to Minnesota to take up farming. Everyone wishes him much success in his new occupation.

The Motor Coach Basketball Team is still going strong, although their last game was really a tough battle to win, but they are now on top of the heap with a lead of a game and a half. The games have been temporarily changed to Sunday night at the same location.

Miss Louise Williams, of the general office, was called East a few days before Christmas due to the death of her father. We wish to express our sympathy to Miss Williams in her bereavement.



Mechanical Divisions

F. F. ROBEY

DIVISION ONE

C. Schuetz has started off the New Year in good style, having obtained leave of absence to go back to Kansas to get married. Hearty congratulations to the young couple.

Mike Belden passed around the cigars at Christmas time, but we have yet to find the reason why. The story about "Christmas Cheer" is a poor excuse.

Stop Us, If You've Heard 'Em ...

The doctor was rounding up all those who had not been vaccinated. He appeared at the door of a negro cabin where Mandy was busy with her washing.

"Mandy, you haven't been vaccinated and you are liable to arrest."

"Law doctah," replied Mondy, "I jes cain't lose de time foh dat humbug, ah needs mah food ahms ter rub mah wash."

"Well, we will vaccinate you on the leg," suggested the doctor.

"No sah! Ah needs dem tuh stan' on an' deliber mah wash."

Then on second thought, she reflected, "But law knows ah ain't nevah goin' ter get time tuh sit down!"

"Did you have a good time, Gilbert?" asked his dear old aunt.

"No," was the golfers reply. "The seventh tee was sloppy and all the greens were in a terrible state."

The old lady shuddered.

"You musn't lunch there any more, Gilbert. You know how easily you get indigestion."

After telling his fair patient to put out her tongue the doctor continued writing out the prescription. When he had finished he turned to his patient and said: "There that will do."

"But, Doctor," protested the lady, "you never even looked at my tongue."

"No," replied the M. D., "it wasn't necessary. I just wanted you to keep quiet while I wrote the prescription."

Wrecked Motorist (opening his eyes)—
"I had the right of way, didn't I?"

Bystander—"You sure did, old timer, but the other bozo had a moving van."

Graduate: "I'm looking for a job sir."

President: "You look pretty good to me, but we can't afford any help at present."

Graduate: "But I won't be much help, sir."

Irate Scotchman to country editor: "If you print any more jokes about Scotchman, I'll quit borrowing your paper."

It is easier for a girl to make a man a good husband if she makes him a good wife.

"Now, what we gwine do 'bout dat billy goat ni de crate, boss?" asked the colored employe at the express office. "He's done et whar he's gwine!"

Doctor—Your husband will never be able to work again.

Missus—I'll go and tell 'im. It will cheer him up.

"I'm sorry—I quite forgot your party the other evening!"

"Oh, weren't you there?"

"We gave the umpire fifty bucks to let us win the ball game."

"And still you lost?"

"Yes—the umpire was crooked."

Country Bridegroom (on being asked, "Wilt thou have this woman . . . ?"):
"Why, o'course I came a-purpose!"

H. S. Compart has been transferred from Division Four, nights, to Division One, days.

B. R. Wood is the new Car Cleaner, replacing G. A. Anders who has been promoted to Car Repairer.

DIVISION TWO

The Mechanical Street Inspectors and all of us keenly feel the loss of our friend and fellow workman, Mr. W. H. Williams (Bud to us). He worked with us for many years and we knew him to be a loyal friend and workman. We wish to extend to his wife and family our sincerest sympathy.

James Carmichael came back on the job New Year's Day, and on the 8th laid off to attend his son's wedding, but that's all for this year—the rest of the time he will be working.

Floyd Monnier just got tired of being a watchman and is now a full fledged checker for the Operating Department.

A. Nielson is now working the shift formerly held by Mr. Monnier.

DIVISION THREE

Frank Marshall, the "Licorice King," is talking in a wee small voice. A. Pabst is feeling better, after being off on the sick list.

Ed Muse bought an overcoat, after 25 years. Guess it's old age—couldn't be the Los Angeles weather.

A. R. Minikel is the new Car Cleaner, replacing C. Mullenax who has left the service.

DIVISION FOUR

L. C. Kieffer, C. F. Ritter and J. W. Soltis are the new cleaners at Division Four. Welcome to our gang, boys.

The ladder men of our fire department had the opportunity recently to show what they could do. Hearing a call for help back of the car barn they rushed out and found that Howard Babbs had painted a circle around himself while painting a car roof. In double quick time they had ladders on the job and assisted Babbs to the ground.

There has been so much ice in the pits lately that the boys are thinking of wearing ice skates on the job.

C. Furrer didn't like the idea of an increase in rent, so he is buying a home.

DIVISION FIVE

"Soapy" Boen wishes to take this opportunity to thank Tom Lambert for the Christmas card, which was marked "Postage Due 1 Cent."

"Sargent" Land was telling everyone about the 50-pound turkey that he had for Christmas dinner. Fifty pounds . . . now "Sarge," are you sure it was a turkey? The boys don't doubt the weight, but they seem to doubt the bird as they never heard of a gobbler that heavy. They contend that it can be only one of two things, and that is an ostrich or one of Bill Elmblad's imported English white leghorn roosters.

Tom Calderwood has been transferred to a day job—and is he happy about it!

The night crew are in the market for skates. The gang planks around here are covered with a sheet of ice. Who says, "sunny California"?

Watchman "Cap" Long is back at work again, after being off injured. We were all glad to see the red light turned off.

Harry "Babe" Brown, the "champion pork chop eater," has been transferred up town as Mechanical Street Inspector. We're certainly glad to see you get the boost, but look out for the autos.

William McDonald has been transferred, nights, to fill "Babe" Brown's place as Relief Assistant Foreman. We feel sure "Mac" will make the grade in grand style.

G. A. Anders, Car Cleaner, has been transferred nights as Mechanic, filling T. C. Calderwood's place.

John "Happy" Glenn was off sick three weeks, but is now back at work feeling fine.

Harry Ogden took a few weeks off to go back to Missouri to see his parents and we think he also got married. This he won't deny or affirm.

E. O. Angel was off for two weeks to have his tonsils removed. He reports a big improvement in his health, and that his eyes are much stronger.

J. L. Johnson, Car Cleaner, has been transferred to Division Four, nights, as a Mechanic.