

TWO BELLS



WINTER IN YOSEMITE

Volume 20 · January, 1939 · No. 1



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**PUBLISHED MONTHLY
 FOR THE EMPLOYEES
 OF THE
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 RAILWAY**

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DOUBLE PUNCHES

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A Shanghai conductor who has accepted a counterfeit silver coin does not have to worry how to pass it on to the next passenger or take the loss. He can take it to any of the numerous exchanges where the coin is carefully appraised and he is then paid its silver value in lawful money. In fact, he can even take it to the mint and get his phoney money's worth.

The ever-increasing motorcoach travel between different cities in China plays a big part in the unification of this immense country. People from different parts of China, who cannot even under-

stand each other, are now making use of the cheap coach fares and go visiting—thus becoming acquainted with towns and people formerly merely names to them.

The world's fastest bus service is not in England, Germany or America, but in the Arabian Desert. The route is 600 miles long, from Damascus to Bagdad, and although the temperature on the run varies from zero to 145 degrees Farenheit, a steady average of 60 m.p.h. is maintained. Until the buses came, camels took a month to make the journey. Now powerful Diesels do it in 15 hours—including stops—and the bus driver guides by compass not by road map.

—(Seven Seas)



In This Issue

Succeeding on the Job	3
Large Crowd Enjoys Division One Event	5
E. L. Lewis Retires After Long Service	5
Hoopsters Midway in Race for League Honors	6
By C. J. Knittle	
Library Offers New Publications	7
Busy Days for LARY Clubs and Vet Groups	8
Railway Boosters Club Makes Tour of City	11
Calling All Camera Sharp- Shooters	11
Commendations	12
"Contact"	14
Hole Hi-	15
By Johnnie Dunson	
Around the Divisions	16
Bells and Yells	21
Personnel News	21

SUCCESSING ON THE JOB

Broadway Department Store presents its views on the subject in this first article of a series of interviews with leaders in different industries

WE have traveled a long and devils road from the era of paternalism to this day of human engineering. It is more than the theory of trial and error that has given birth to the realization that business is a school and all schooling a business. We have come to realize that the fundamental principle of business is to make a profit and the fundamental objective of a business organization is to develop men and women who are capable of rendering this goal of business possible. As a consequence never before have we seen such care, caution and skill used in the selection and training of personnel.

We represent the great distributive trades. Our field is retailing. The army of those engaged in this enterprise is tremendous. For example, one hundred thousand American boys and girls graduate every year from our high schools and enter stores all over the land. They are young, ambitious and generally enthusiastic. They have chosen retailing as a career.

The absorption of this great mass necessitates selection, training and adaptation. They are given careful instruction. They are furnished with the mechanics of the job. Numbers of them are highly successful, others fail and in the march of time are eliminated. In looking back across the rise and fall of the employment curve and analyzing the reasons for success or failure we find many interesting things. It is not always so difficult to determine why some persons are highly successful in the retailing field and others indifferent failures.

It is an examination of some of

Just what are those attributes which we must have to make us valuable to the organization by which we are employed? In this day of intensive competition, the struggle to retain old customers and gain new ones becomes increasingly keener, and the responsibilities of both management and employe correspondingly greater. Feeling that it would be of interest to our readers to hear from other large companies in different fields than ourselves, we shall, from time to time, run articles which reflect their viewpoints on the subject of how employes may best discharge their obligations to themselves, their company, and to the public.

We are indebted to the Broadway Department Store for the accompanying article written by E. M. Stuart, Employment Manager of the store. Editor's Note.

these known causes of turnover that occupies our attention just now. An examination of thousands of cases of failure to achieve creditable success in the field of business reveals this startling fact: only 34% of dismissals and personnel changes are made on a basis of lack of skill or efficiency in handling the job. On the other hand, 66% of all such changes are the direct result of character deficiencies. What are these character deficiencies that account for such a tremendous proportion of eliminations in this field? They can be outlined about as follows:

1. Inability to cooperate with fellow employes.
2. Unreliability.
3. Lack of punctuality.
4. Insubordination and dishonesty.
5. Anti-social tendencies.
6. Lack of courtesy, alertness and ambition.

All these things are pretty general as far as terminology is concerned, but they represent the great underlying principles upon which success or failure are built.

Inversely, now, what is looked for in the men and women who are chosen to comprise the personnel of the retail store? That is, beyond the point of ascertaining whether or not they possess the necessary minimum of skill, training and experience which is a basic requisite.

First, there is cooperation. Cooperation with those who work with them and cooperation in the adherence to store rule and practice. Nothing is more evident than the presence or lack of an esprit de corps. Not only is this essential to the success of the business itself but it radiates throughout the entire personnel, making every common task easier and all work more pleasant.

Second is the attitude toward the customer. Stores build up a history of tradition. They can become known for fair dealing, liberality and generosity of public policy but this tradition must be crystallized in every successive generation, in the men and women who serve that generation of shoppers. What is this essential attitude? An attitude of helpfulness and courtesy. There must be an alertness that is positive. Alertness means eyes to see, ears to

hear and hands to help. An alert salesperson is never approached. He is always the one who sees the customer and approaches immediately.

It is an attitude that impresses the customer with the fact that you consider her needs important to yourself. This is in contrast to the often general indifference we meet on the part of some salespersons. The salesperson will never substitute aggressiveness for patience. The really aggressive person is the one who is aggressive to serve.

It is an attitude of cheerfulness. There is no substitute for a smile, a courteous greeting and a cheerful good-by. These things are like a tonic to business and pay enormous dividends in every respect.

It is an attitude that expresses loyalty to the business and the management. This loyalty is a real and tangible thing. It represents a part of the firm.

So much for this attitude of alertness and helpfulness on the part of the salesperson. If we had the time we would point out the fact that the customer is the most important consideration of the salesperson. Her wish is his command. Not only do we want customers to "like" us but we want to make the customer feel that we "like" her.

Following this is the matter of punctuality, ability to adhere to the rules and routine of store conduct. This is imperative in a large institution where lack of discipline would result in an unwieldy mass. But this wheel of discipline and routine rules and regulations must never rob us of the real spirit of social and economic helpfulness we must possess.

"Customers are people" is a phrase suggested by the title of a little book written a few years ago and suggests the new attitude of retailing. When we think of a customer we think of a person with style, taste, likes and dislikes, preferences in color and innumerable other traits and characteristics. We must learn to adapt our relationship to her to care for their differences

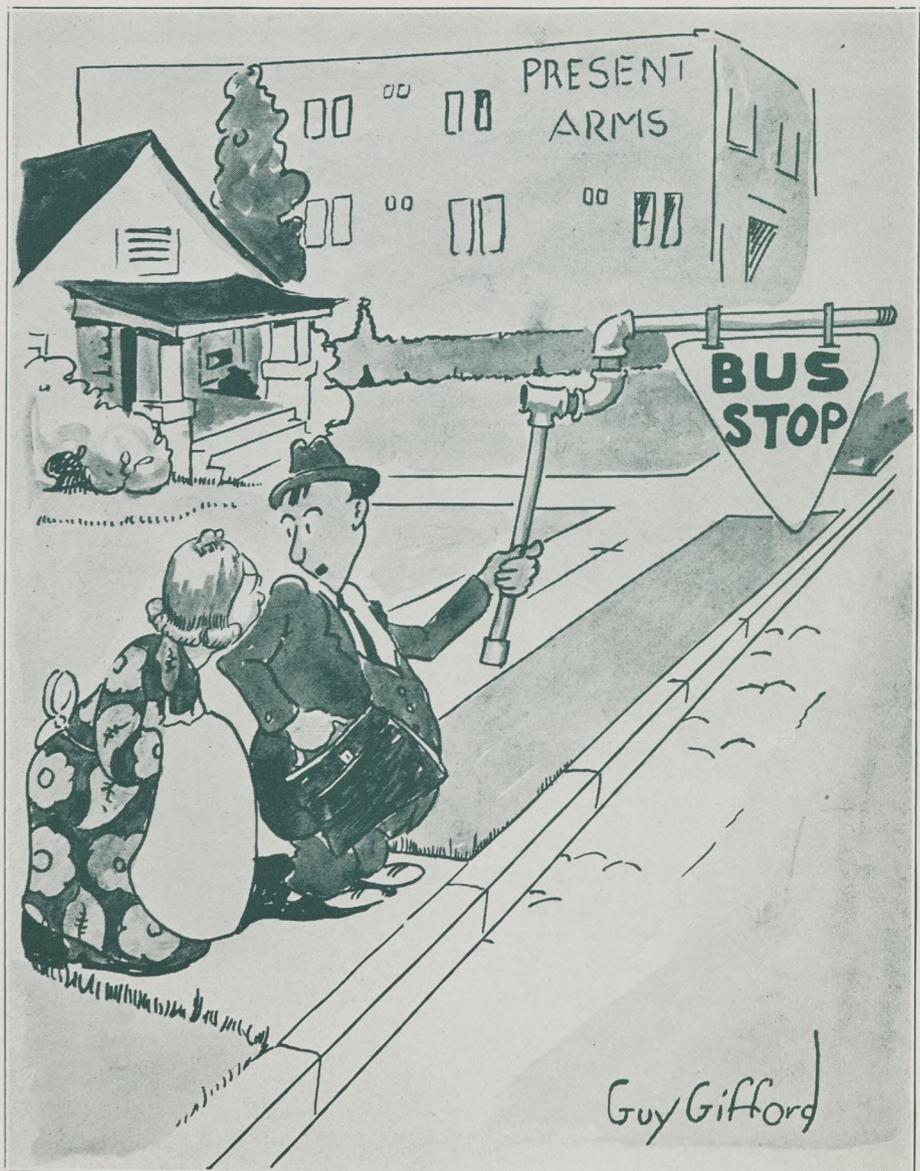
and express to her our genuine interest in all her problems.

Now in summary, we want to impress the fact that an analysis of all of the elements of successful selling are not tangible but that in addition to the requisite of experience the things to be desired are alertness, courtesy, punctuality, reliability and loyalty. These factors, you will recall from a statement made earlier in this article, are the focal points in our consideration of the success and failure of a salesperson.

We are a long way from reaching

this high ideal but the very fact that we are striving towards this goal is a healthy sign. To reach this objective every store becomes a school. The point at which the Public School stops is our point of beginning. Every manager, department head and supervisor is in the training business, a training that is in the field of character and conduct as well as skill. We may never arrive. The process is never ending. But while we are engaged in the conduct of this type of business we will pursue a relentless course.

G E N I U S



"If this works I'll make a million!"



A group of those taking part in the recent Division One Safety Rally and International Revue.

LARGE CROWD ENJOYS DIVISION ONE EVENT

Division One Safety Rally was held Saturday night, January 14th, at the P. E. Auditorium, and from comments heard on all sides, it was a real treat.

Mr. C. E. Morgan led the crowd in the singing of "Smiles" and then gave a short talk on accident statistics. He next introduced Mr. Frank C. Lynch who gave a short and interesting talk on "safety".

Then came the musical program, "The International Revue," which featured some very fine singing and playing, selections from Opera and light Arias.

Bill Fleck proved to be a most capable master of Ceremonies when he introduced the Vocal Solos by Wm. Okin and Bert Ruiz, Bill Phillips with a Xylophone Solo, Bill Schoeder a trumpet solo, and Austin Thompson, a saxophone solo.

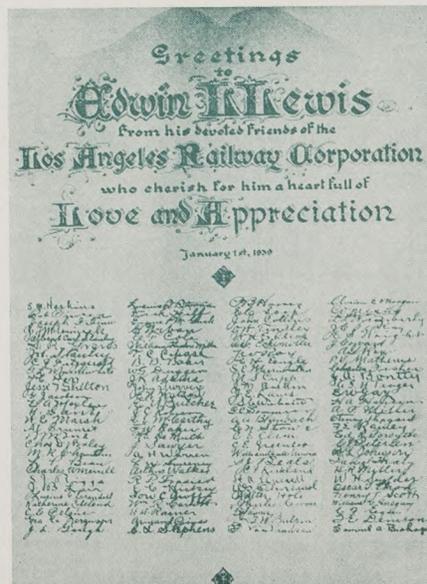
After the program, dancing was enjoyed by a large crowd, music being furnished by the L. A. Railway Streamlined Orchestra.

Our thanks to the Roosevelt and

Belmont Evening High School chorus, with Miss A. Gothoid as Director, which so ably assisted our boys in the program.

It was an evening to be remembered and we will be looking forward to our next Rally.

FRIENDSHIP SCROLL



E. L. LEWIS RETIRES AFTER LONG SERVICE

Our own "grand old man", on the first of January, 1939, decided it was time for him to discontinue the active and valuable service he has rendered the Los Angeles Railway for over a half century. Edwin L. Lewis who has filled more responsible positions for 50 consecutive years with the same transportation company than any other we know of, was bid "au revoir" by a group of his friends, young and old, in President Storrs' office. At that time he was presented with the scroll reproduced here, inscribed with the names of many of those who have reason to esteem him because of the unfailing generosity and understanding he has evidenced through the years.

Aptly expressing this feeling of those with whom Mr. Lewis has been in such close contact for so many years, Supervisor of Safety, John Collins, in presenting the scroll to Mr. Lewis, likened him to one of our giant sequoias. Mr. Collins pointed out that as the sequoia pro-

fects from the elements the young pines growing up about it, so has Mr. Lewis given encouragement and help to all who have come within range of his kindly nature, his knowledge and wide experience.

With Mr. Lewis go the sincerest best wishes of all his hundreds of friends in the Los Angeles Railway.

ALERTNESS

Alertness and quick action on the part of Ed Robinson, yardman at the South Park Shops, prevented what might have developed into a serious and destructive fire.

Fire originated when hot tar used in laying a new roof covering at Division No. 2 Car House, caught fire and spread rapidly.

Robinson, working in the yard on the opposite side of the street, observed that the workmen were not successful in putting out the blaze, and quickly ran in the carpenter shop, securing the "C-O-2" extinguisher which is used primarily for gasoline and oil fires.

Handing the extinguisher over the fence to a workman with the necessary instructions, Robinson made it possible for the fire to be quickly extinguished.

* * *

The man went to the insurance office to have his life insured.

"Do you drive?" asked the agent.

"No," informed the applicant.

"Do you ride a bus?"

"No."

"Do you fly?"

"No."

"Sorry, sir," snapped the agent curtly, "we don't insure pedestrians."

* * *

HOOPSTERS MIDWAY IN RACE FOR LEAGUE HONORS

By C. J. KNITTLE

ON January 19, the Lary League basketball teams finished the first half of their fourteen weeks season. A glance at the standings, showing their teams tied for first place, convinces us that the spectators are about to witness one of the hardest fought battles for a Championship in Lary Basketball history.

Division Five, last year's Champions, are handicapped this season with the loss of their star center, Ray Pace, who has left the service. This may have had a bearing on the loss of their game with Vernon Yard on January 17, although in playing strength the Vernon Yard lads are equally strong and were the only team to defeat Division Five last season.

Another outstanding game of the past few weeks was played January 10, between Division Five and 16th Street Garage team, also a powerful contender for Championship honors. But the cards were stacked for the sea gulls that day, the Garage boys getting the short end of a 49-20 score.

From a sportsmanship angle, the League is functioning in an excellent manner. It is not unusual for one or more teams to start a season "with the wrong foot" and President Harry Gilmore is glad to inform all managers and players that their assistance in making this present season a success is truly appreciated. By keeping up this splendid work we may continue to have a basketball league of which we should be justly proud and of which the Company will take pride in being its sponsor.

The interest in this season's basket-

ball activity is plainly demonstrated by the unusual attendance at all games. Ample seating capacity is provided and is so arranged that all spectators have an unobstructed view of the game. For the benefit of all newcomers, the games are played on Tuesday and Thursday evenings the first game starting at 8:00, the second at 9:00. The location is Bell Playground Gymnasium at Flora and Florence Avenues in Bell.

The scores of recent games and League Standings follow:

December 13:

Division 3	44	Division 1	11
Division 5	42	Division 4	22

December 15:

Vernon Yard	17	16th St. Garage....	23
L.A.M.C.	28	South Park Shops..	19

December 27:

South Park Shops..	19	16th St. Garage....	25
Division 1	11	Division 5	35

December 29:

Division 4	22	Vernon Yard	58
L.A.M.C.	48	Division 3	25

January 3:

Division 5	33	L.A.M.C.	22
Division 3	25	16th St. Garage....	37

January 5:

South Park Shops..	31	Division 4	19
Vernon Yard	36	Division 1	14

January 10:

Division 1	10	South Park Shops..	20
Division 5	49	16th St. Garage....	20

January 12:

L.A.M.C.	27	Vernon Yard	38
Division 4	22	Division 3	38

January 17:

16th St. Garage....	26	L.A.M.C.	19
Division 5	32	Vernon Yard	42

January 19:

Division 1	15	Division 4	29
Division 3	25	South Park Shops..	27

LEAGUE STANDING

	W.	L.	Pct.
Division Five	6	1	.858
16th Street Garage	6	1	.858
Vernon Yard	6	1	.858
L. A. M. C.	4	3	.572
South Park Shops	3	4	.429
Division Three	2	5	.286
Division Four	1	6	.143
Division One	0	7	.000

LIBRARY OFFERS NEW PUBLICATIONS

History

Transportation, from the beginning up to now. St. Clair. Drawings and pictures illustrate the progress and development in transportation.

State of California

California Budget. 1937-1938.

Directory of Public Officials and Committee Members. 1938-1939.

Agencies of State Government and What They Do. A description of the various state departments, committees, and boards, and what their duties are.

Annual Reports

(Reports of outstanding interest as recommended by the Transit Journal, November.)

Detroit Street Railways

Cleveland Railways

Harrisburg Railways

The British Columbia Electric Railway

Praha Electric Tramways of Czechoslovakia

The Honolulu Rapid Transit Company

The Indianapolis Railways

REPORTS OF LOS ANGELES CITY DEPARTMENTS

Bureau of Power and Light

Board of Library Commissioners

Police Department

Mayor Bowron's Annual Message

Workmen's Compensation

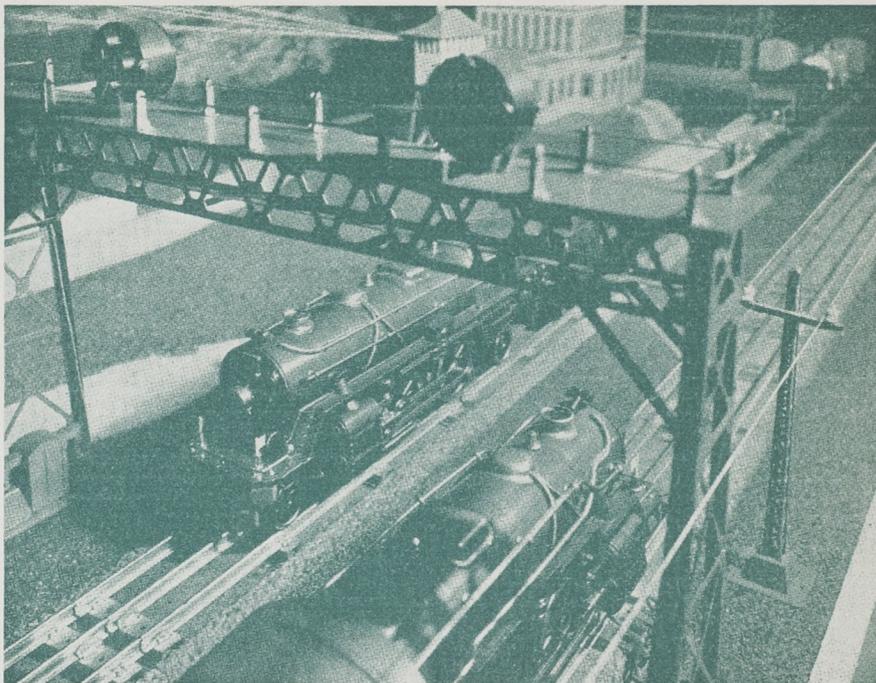
California Workmen's Compensation Retrospective Rating Plan. October 1938. A brief outline of the "Retrospective Plan" and what risks it covers.

Safety-Loading Zones

Function & Requirements of Loading Zones. American Transit Association. December 1938. A report covering the function and design of passenger loading zones.

Fuel

Motor Fuel Economy in Europe. October 1938. Substitute motor



Would you guess these were models? "Making and Operating Model Railroads" now available in the Library, is one of the most comprehensive books ever published on this fast-growing hobby.

fuels and the part they play in Europe. Contains pictures and description of wood burning taxicabs and motor buses of France.

Office Work

I Work in An Office. Gragg. 1937. Secretarial handbook on office routine, practice and etiquette.

Traffic Engineering. Brief digests of magazine articles that have recently been printed about traffic problems. Published by the Institute of Traffic Engineers.

1939 Services To Be On File in the Library

These services are up-to-date with information on business as it is constantly modified by government tendencies, legislative action and world conditions.

Federal Reserve Banks. Monthly reviews of the Federal Reserve Districts.

American Transit Association. Serv-

ice Letters: Monthly Transit Traffic; and other bulletins.

Poor's Daily Reports. (Public Utility.)

Moody's Public Utility Reports.

Labor Relations Reports.

Allen's Press Clippings.

Merchants & Manufacturers Association.

Los Angeles Chamber of Commerce Publications.

Federal Power Commission. Releases.

U. S. Chamber of Commerce. Washington Review. (Summary of business affairs.)

National Industrial Conference Board. Road Maps of Industry. (Weekly Industrial Charts.)

Foreign Economic Conditions. Weekly Desk Sheet of Current Business. And others.

Foreign Policy Bulletin. A weekly interpretation of current international events.

Right: The finishing touches go on Christmas baskets prepared by Women's Club. Below: Two truckloads ready to leave main building for distribution of baskets.



BUSY DAYS CLUBS AND

Women's Club Hears Judge Faulconer

AT the regular meeting on January 5 we were privileged again to have the opportunity of hearing Judge Oda Faulconer, who spoke on the subject, "Shall the Night-Sunrise Courts be Consolidated with the Day Courts?" Judge Faulconer told us many interesting things about the Municipal Court of Los Angeles, and particularly pointed out the advantages in maintaining the Night-Sunrise Courts. Mrs. L. B. Meek, Program Chairman, acting as "Professor Quiz" conducted a question and answer contest among the members which afforded much amusement. Refreshments were served by Mrs. Urban and her committee.

We are deeply indebted to our Welfare Chairman, Mrs. Ben Fulton, for her untiring efforts in supervising the preparation of the Christmas boxes which were delivered to fifty-eight of our less fortunate families. Mrs. Fulton was ably assisted by many of our Club members in preparing these attractive boxes which were bountifully filled with food, toys, and clothing. The pro-

ceeds received from the Carnival, which was held on December 3, made it possible satisfactorily to carry on the Christmas welfare work.

The monthly card party was held in room 309 of the Los Angeles Railway Building on January 12. A pleasant afternoon was spent at Bridge, Bunco, and Five Hundred. Very useful and attractive prizes were awarded to the following: First prize in Bridge was won by Mrs. E. J. Clardy; first prize in Bunco, Mrs. J. R. Bates; and first prize in Five Hundred, Mrs. L. Thuney. Delicious refreshments were served by Mrs. E. W. Watson, who was hostess for the afternoon.

Club meetings beginning February 2 will be held in the NEW CLUB-ROOMS AT DIVISION 4, 962 West 12th Place. To reach this address take the P car to Sentous Street, and walk one block North.

Programs scheduled for meetings during February will be as follows: Thursday, February 2, Mrs. Anderson Dudley, Executive Secretary of the Women's Auxiliary to the Good-

will Industries, will speak on the subject, "Seventy Years on Main Street." Vocal selections will be rendered by Mrs. Margaret Mathney, who will be accompanied at the piano by Miss Elsa Bergman, both of whom are employed by the Los Angeles Railway Company. On Thursday, February 12, a play entitled "The Menu Committee," will be presented under the direction of Mrs. J. F. McCormick.

Let's initiate our new clubrooms with a large attendance.

MRS. SHELBY T. BROWN

FOREMEN HOLD BANQUET

The ninth annual "Banquet—Show—Election of Officers and Dance" of the Los Angeles Foreman's Club representing 85 Los Angeles industries was held Saturday evening, December 17th in the Los Angeles Police Pistol Club's new gymnasium. This banquet in which 566 plates were served was attended by several Los Angeles Railway members and their wives.

VETERANS CLUB INSTALLS OFFICERS

By E. J. ROCHE
Publicity Chairman

Before a large and appreciative audience which filled Grant Hall, of Patriotic Hall, to the "standing room only" stage, in colorful and beautifully enacted ceremonies the Annual Installation of officers of the Veterans Club and of its Ladies Auxiliary was conducted by the

FOR LADY VETERANS

crack Drill Teams of Inglewood Canadian Legion Post 113, Captain W. Bennett, and Inglewood Post 113 Ladies Auxiliary, Captain Ivy Barker, on Tuesday, Jan. 10th.

Clinton E. Morgan, our popular Manager of Operations, sent a message expressing regret that a previous engagement prevented his attendance, but said he was present in spirit and wished our Club and its Auxiliary a very successful and happy New Year of activity.

Our old friend Bob Pierson, Superintendent of Personnel, sent a similar message.

Both were appreciated and loudly applauded by the large audience.

Following the installation ceremonies, President Emma Marques, L. A. Ry Unit 541, American Legion, Commander Briers of Inglewood Post 113, Canadian Legion, President F. W. Sommers, T. U. of C., Editor Geo. C. Abel of the

splendid "T. U. of C." newspaper, "Pete" Pedersen, and other guests and friends were introduced to the assemblage.

An interesting program of pleasurable entertainment was presented consisting of songs by The Golden State Quartette, songs and tap dances by clever little Jimmy Duncan, and Hawaiian Guitar Duet by Miss Helen Hoyle and Comrade D. L. Laird, all of whom were vociferously applauded for encores. All then adjourned to the dining room where delicious refreshments were served.

Next Club and Auxiliary meeting, Tues., Feb. 14th, 8:15 P.M., Patriotic Hall.

AMERICAN LEGION POST 541

By R. H. MANNING
Publicity Chairman

With the holiday season over and things back to the old grind again let's settle down to the Legion program. For the month of January just closed we had Legislative month with our Legislative Chairman Roche making several speaking engagements. The Universal Service bill now pending in Congress, as well as several others pending, are for the good of the Community, State and Nation, not just for the Veteran, so give Comrade Roche a hand.

February will be 17th District



ABOVE: Seated: Pres., Esther L. Williams; Jr. Vice-Pres., Ruby Lynn; Chaplain, Minnie Moxley; Secy., Ella M. Hoyle; Conductress, Marjorie Wilson; Color Bearer, Ethel Sauser; Standard Bearer, Edith Duncan; Past. Pres., Amy Jackson. Standing: Canadian Legion Drill Team Post No. 13 Ladies Auxiliary.

RIGHT: Seated: Commander, G. A. Tolle; 1st Vice-Comr., T. A. Wilson; 2nd Vice-Comr., T. L. Hutchings; Adjutant, E. D. Blakeley; Chaplain, C. J. Jackson; Fin. Officer, J. L. Williams; Sergeant-at-Arms, D. V. Adams.

STANDING: Canadian Legion Drill Team Post No. 13



month to make visitations to Sawtelle; so go out and pay the Comrades a visit and give them a word of cheer.

Friday, February 3rd the Post and Auxiliary will make school awards at Berendo Junior High School located at 12th street and Berendo at 9:30 A.M. Let's have a big turn out and make this year even better than last.

At the Tuesday, February 7th meeting the Salvation Army will show a colored picture showing some of the fine work that the Lassies of the Army are doing. Major Streetland has requested that all members turn out and see this picture.

Regular meeting was held Tuesday, January 17th. It was a joint meeting with the Auxiliary. After a short business session for both, a little home made program was put on after which all present adjourned to the dining room for refreshments.

Several members of the Veterans Club and Auxiliary were present, also our good friend and County Council President Mrs. Irene Burgoon.

Post 541 ranks 7th in the District of 49 Posts. All eligible for membership are urged to join. Next meeting will be held Tuesday, February 7th starting at 8:00 P.M.

AMERICAN LEGION POST 541 AUXILIARY

*By MARIE MANNING
Publicity Chairman*

Our Xmas party was a grand success and well attended by both young and old. About 80 children were made happy as Comrade Chilcoate acted as Santa Claus and handed each one a stocking filled with goodies. Each also received a present. After the program all retired to the dining room for refreshments.

This being Legislative month for the Legion and Auxiliary, it is our duty to help put over several bills that are pending in Congress. All you have to do is write or wire your Congressman from your District and let him know that you and the voters of your family are for such bills.

Attend Unit meetings and learn the bills that you should help support.

February finds a short busy month for the Unit. The first week finds us joining with the Post to make our semester school awards to the second and third boy and the second and third girl. The Post makes awards to the first boy and the first girl. The date will be announced later.

Unit sewing club finished 21 balls of carpet rags at the last meeting at the home of Mrs. Beulah Offenstein and started on a quilt for some needy Veteran's family; next sewing club will be held at the home of Mrs. Elizabeth Hinson, 8906 3rd Ave., Inglewood.

Mrs. Pauline Chilcoate, Unit Hospital Chairman, has really been doing some fine work for the Unit and the boys at Sawtelle. Several Veterans riding the cars have reported to members of the Post the fine work she is doing.

Cooperative saleswoman Beulah Offenstein has sold lots of veteran-made articles and has most anything you would like all made by disabled Veterans, so if you need a nice hand made bill fold or key ring, see her and help some Comrade make a few dimes.

Tuesday Evening, January 17th the Unit held a joint meeting with the Post in celebration of the Auxiliary's 2nd Anniversary. A program was enjoyed by all with a beautiful birthday cake being served after the program.

Several guests included Irene Burgoon, Jean Edelstein, Esther Wickham, Esther Williams, newly installed President of the Veterans Club Auxiliary, Mrs. Hoyle, Mrs. Wilson and Mrs. Saucer.

Don't forget next meeting, February 7th and bring a new member with you.

BRIDGE CLUB POPULAR

By H. E. McCOLLUM

The club has been organized for almost 3 months now and the members seem to enjoy the meetings

very much. Our instructor, Mr. Johnson, has to date given us five lessons in his 10-lesson series. The last lesson covered the subject of leads and discards, rule of 11 and play of the hand. Rubber bridge is played both before and after the lesson. Mr. Johnson uses the blackboard to good advantage and makes things very clear.

To those who come in now and are new players, competent instruction is given to bring them up-to-date.

A review of previous lessons was given on our last meeting, the first of February. The winner will be announced in the next issue of Two Bells.

So if you are looking for a good sociable evening and want to learn the game of bridge or if you already know the game, come on up to Room 309, main building, at 8 o'clock and give us a trial the 15th of this month. The card fee is only 25c each.

SQUARE & COMPASS

By BILL LANE

The Lary Square and Compass Club started the year 1939 by holding its monthly Banquet and entertainment at Von's Cafe on Saturday evening, January 14th.

The new officers started out by spreading a fine chicken dinner before the members, and did the boys go for it!

This was followed by an amusing entertainment and an enjoyable time was had by everyone present.

Another feature of the evening was the reunion of R. C. Hoyle and (Nellie) Nelson. Their forced separation the last two or three meetings was quite painful. Bro. Bill Morgan of the Dispatchers office was with us the first time in a year, but we know its hard for him to get off but it was good to see his smiling face again. Bros. Tex Hiller and Bill Taylor were also back among the boys and seemed to have a good time. Bro. Chas. Hardy was having

quite a task to keep Bro. Frievogal from taking his chicken while he was watching that ear to ear smile on Bro. Billy Vejars face. Dad Fletcher left quite early. I wonder if the good looking lady who came up the stairs to look at us had anything to do with it.

The Officers and members had quite a pow-wow planning big things for the Club for 1939 and it looks as though we are going to have a banner year.

Our Junior Past President, L. F. Sparks, sat between big Jess South and that sparkling personality Kelly Holmes. Did he think he needed protection or was he just trying to hide?

We are glad to report that our good Bro. Lloyd Yeager who was taken ill some weeks back is getting along splendidly and well on the way to recovery.

It is with deep regret we have to announce the passing on of Bro. C. C. Netz. He was a charter member of the Club and for a good many years worked hard to make it a success.

We had the very great pleasure of accepting as new members of the Club James A. Logan of the Coach Div. and Harry Fisher of Div. 4.

RAILWAY BOOSTERS CLUB MAKES TOUR OF CITY

Loaded with seventy cheering, yelling, enthusiastic Juice Fans, a two car train pulled away from Division Five for a fifty mile tour of Los Angeles on Sunday morning January 15th. With green flags waving the party dropped in on Hawthorne, then back to the new Loop at the West end of the "J" line, thence to Huntington Park where the Los Angeles Railroad Boosters laid claim to riding the first car to try the new track which will eventually form the Loop for Southgate.

After a non-stop run through Los Angeles, via Lincoln Park, the party stopped for lunch at Division Three. Back at Division Five the group boarded two P.C.C. cars, the first and the last of our present quotas: Numbers 3001 and 3095.

A tired bunch of boys landed at Division Four at 4:20, right on time still thrilled and very much enthused over future trips. In fact the writer overheard one boy suggest: "Let's find out what these P.C.C.'s will do on a roller coaster."

* * *

"Did you ever sell brushes?"

"No, why?"

"Well, you better get one and start selling. That's my husband at the front door."

A quiet observance on January 10 marked the Golden Wedding Anniversary of Mr. and Mrs. William Wells. "Bill" as he is affectionately known has had 47 years' service with the railway, being at present employed in the Treasury Department.



CALLING ALL CAMERA SHARP-SHOOTERS!

Are there any candid camera addicts in the house?

Having seen Railwayans from a number of departments snapping pictures hither and yon, ranging from an informal shot of some unsuspecting victim in the bath tub to views of desert palms, we think there is sufficient talent in our ranks to provide an entertaining monthly page for TWO BELLS.

Everyone interested in photography is urged to submit photographs of any scene under the sun taken by himself or members of his family. Those photos judged the best will be reproduced each month in TWO BELLS, with the winner receiving \$5.00 for his efforts. Anyone in any department of the railway is eligible to compete, with the deadline for all entries the 15th of each month. In other words, to take part in the competition for the February issue, which appears on March 1, your photographs must be in the hands of the editor by February 15. Photographs which are found suitable for the purpose will be used on subsequent TWO BELLS covers.

As mentioned before, any subject will be acceptable, but among others which we feel would be of interest to readers are shots of animals, children, scenic views and particularly action pictures of current interest (sports, traffic, etc.).



PATRONS'

"MAY HIS TRIBE INCREASE" . . .

"I wish to commend your motorman-conductor No. 2167 (K. E. Weaver, Div. 4) for I could not help noticing the way he handled his equipment and a capacity load of passengers on the Pico line this evening. At no time have I ever asked or received any special consideration from him and do not recall ever having seen him before.

"He handled the car well—made good time but anticipated traffic conditions so that both starts and stops were smooth and excessive use of controls unnecessary. I noticed this especially because I sustained a cracked rib recently due to rough driving of one of your buses.

"However, I am writing this because I was particularly impressed by the way No. 2167 handled his passengers—the usual rush hour load of tired, impatient and stubborn people. He answered unnecessary and querulous questions courteously, accommodated several women who could not reach the center door by letting them out in front, etc. He accomplished far more in packing them in with a few kindly requests and a smile than any amount of irritated yelling could have done. He called his streets audibly and clearly. In short, a perfect operator and 'may his tribe increase'."

ROBT. B. KNOX

1233 Point View Street, Los Angeles.

"CHEERY AND PLEASANT"

"After a hard and very busy day of work in one of our large department stores, I, as well as many other passengers, find it very relaxing and pleasant to ride with your Wilshire bus conductor No. 531 (H. A. Walters).

"The cheery greeting and pleasant personality of this man makes our ride home an unusual pleasure."

MRS. DOLLY COHEN,
No address given.

"HANDLED CROWDED CAR EFFICIENTLY" . . .

"For any credit he may get for it, I wish to commend your Motorman No. 679 (M. B. Taylor, Div. 4) who was in charge of a car on the '3' line yesterday afternoon.

"The car was packed but he still handled the incoming and outgoing passengers as rapidly as possible and remained courteous. Persons asking questions were answered in a normal tone as if they were human beings, which is quite unusual. Why not have more like him?"

E. SULLIVAN,

No address given

"PERSONAL INTEREST SHOWN" . . .

"It is quite human to report objection and complaints to your company regarding services or personnel and not bother about compliments. I wish to do the unusual and commend one of your employes on the Highland Park bus, Driver No. 38 (C. E. Holcomb).

"The other morning he had occasion to show consideration to a passenger. He not only took advantage of the opportunity but seemed to enjoy being a help to an elderly lady who realized after the bus had crossed the intersection that she had left her coat on the bench where she had been waiting. The reaction and attitude of the driver made everyone on the crowded bus feel that drivers after all are human too. The few seconds lost paid high dividends in 'goodwill'.

"This same personal interest in passengers has been shown a number of times on the Highland Park bus, and we who have occasion to use the service frequently appreciate the friendliness and personal contacts with your drivers on that line."

HENRY A. NORDAHL,

Theodore Roosevelt High School,
450 South Fickett Street,
Los Angeles.

"COURTESY" . . .

"I take great pleasure in commending Operator No. 1405 (D. J. Thomson, Div. 3) on 'N' car for exhibiting a rare quality, namely that of:

COURTESY

"This commendable quality, a rare trait all too often rendered conspicuous by its absence, should, when exhibited by the Public Employee, be made of special record in the Subject's service record and current efficiency report."

CARL M. SEUFERT,

2212 Clinton Street, Los Angeles.

"DRIVER IS UNUSUALLY POLITE" . . .

"It is quite probable that the sentiment of most of the correspondence that you receive from your patrons is complainitory. This letter, though, is not a complaint, but a letter of commendation.

"I am quite satisfied with the service. But I wish to call your attention especially to driver No. 2 (B. R. Hobbs) on Highland Park Line. It is my pleasure to ride with this man quite frequently, and the courtesy, kindness and thoughtfulness that he exercises in dealing with his passengers and with the motorists along the route I have not found equalled by any other operator in the city with whom I have had occasion to ride.

"It is not necessary for me to ride with this man, for I would be able to arrive here at the office in ample time to begin the day's activities if I rode a later coach. But, because of this driver's kindly, courteous treatment of his passengers I prefer to ride with him.

"I am not addicted to flattering, nor to passing out compliments, but because of his unusual politeness and civility this man deserves recognition."

KELLOGG HOWARD,

1922 Pennsylvania Avenue,
Los Angeles, California.

PLAUDITS

"OUTSTANDING OPERATOR" . . .

"I wish to call your attention to motorman-conductor 2757 W. F. Hudson, Div. 4).

"Yesterday I rode on his car. A crippled man got on the car away out on Pico—a man gave him his seat right back of the motorman. He could not bend his knees and his feet were right in the path of every passenger who got on that car all the way to 1st and Broadway, where I got off. The motorman was so calm and kind about it, although he had to put out his hand and warn everyone to watch their step. He never became irritable or did a thing that would make anyone feel like the old gentleman was in the way or imposing upon anyone.

"I feel he is entitled to some credit for being so nice to all concerned, for they have a good sized job without extra like that."

MRS. FRANK E. WOLFE,
1415 Greenfield Avenue,
West Los Angeles.

Also received this month were letters recommending the following Trainmen and Coach Operators.

Trainmen

T. H. Peterson, Div. 4
L. C. Mundall, Div. 4
P. E. Ashley, Div. 1
A. C. Lomax, Div. 1
L. J. Cassidy, Div. 4
I. L. Mattern, Div. 4
L. T. Staten, Div. 3
C. R. Bentall, Div. 3
A. Haley, Div. 1
I. Gasparro, Div. 3
C. W. Mann, Div. 1
F. S. Leon, Div. 3
E. J. Flint, Div. 3
H. D. Shier, Div. 4
R. W. Huntoon, Div. 5
H. F. Hickman, Div. 4
F. Skarda, Div. 5
H. F. Keiser, Div. 1
S. N. Duncan, Div. 5
C. Larson, Div. 3
E. B. Weaver, Div. 4
J. E. Laws, Div. 5
H. F. Hames, Div. 3
K. R. Kling, Div. 3
R. G. Monahan, Div. 3
L. L. Weingartner, Div. 4

C. T. Robinson, Div. 5
H. F. Ludwig, Div. 4
J. Markano, Div. 5
R. A. Baudisch, Div. 4
P. C. Foley, Div. 5
C. E. Randall, Div. 5
A. M. Brim, Div. 1
W. L. Simpson, Div. 5
J. A. Bontty, Div. 5
E. M. Hersey, Div. 4
L. F. Beeson, Div. 4
B. D. Cowdrey, Div. 3
M. F. Hurst, Div. 1
E. Donlon, Div. 3
S. J. Riggs, Div. 3
C. N. McMullen, Div. 1
E. V. McKinney, Div. 1
O. L. Thrasher, Div. 1
H. U. Woolsey, Div. 4
H. T. Woods, Div. 4
V. E. Munyer, Div. 5
M. McConnell, Div. 5
H. Andrews, Div. 4
G. R. Perdew, Div. 3
H. A. Dewey, Div. 4
M. D. McGivney, Div. 1
C. R. Cooper, Div. 3
L. E. Vickrey, Div. 3
R. W. Turbeville, Div. 1
E. Riley, Div. 1
J. E. Ramstein, Div. 1
E. L. Lindop,
R. R. Weir, Div. 4
R. G. Stevers, Div. 4
L. E. Barkley, Div. 3
R. O. Enfield, Div. 3
J. H. Demaree, Div. 3
E. N. Bliss, Div. 4
L. H. Elliott, Div. 4
G. Laursen, Div. 3
C. E. Dennis, Div. 3
D. D. Rhoads, Div. 4
M. L. White, Div. 3
S. L. Bragg, Div. 3
L. L. Meecker, Div. 5
L. P. Booth, Div. 1
C. G. Anderson, Div. 5
M. P. Case, Div. 3
C. E. Benedict, Div. 3
H. L. DeuPree, Div. 3
C. E. Davis, Div. 3
E. C. Fisher, Div. 3
F. L. Forum, Div. 4
G. A. Hunt, Div. 3
S. L. Lake, Div. 4
X. Bryan, Div. 5
J. H. Stanley, Div. 5



O. C. Deniston, Div. 5
M. O. Brown, Div. 3
W. H. Powell, Div. 4
C. C. Crow, Div. 4
D. G. Hunsaker, Div. 4
D. E. Blevins, Div. 4
C. G. Young, Div. 4
H. W. Fisher, Div. 1
H. W. Morrow, Div. 5
V. L. Myers, Div. 5
E. H. Mohler, Div. 1
E. B. Adams, Div. 3
K. G. Burnett, Div. 5
A. R. Peterson, Div. 3
W. H. Langdon, Div. 5
H. D. Grush, Div. 3
G. D. Hibbs, Div. 3
V. A. Wetmore, Div. 1
J. R. Dean, Div. 5
W. E. Edwards, Div. 5
H. L. Foss, Div. 4
R. G. Stevers, Div. 4

Operators

M. M. Erskine, Wilshire
H. Beardsley, Wilshire
H. A. Benny, Florence
C. G. Austin, Melrose
D. J. Barnhart, Manchester
C. Lyles, E. 9th St. Whittier Blvd.
H. M. Edwards, Beverly
H. B. Gaither, Wilshire
C. D. Kelley, Wilshire
F. A. LeGro, Florence-Soto
J. T. Colburn, Melrose
H. A. Walters, Wilshire
A. J. Wycoff, La Brea
R. J. Bloodgood, Wilshire
A. P. Rucker, E. 9th St., Whittier Blvd.
D. L. Gladwell, Normandie
E. M. Bannister, Florence-Soto
H. E. Drysdale, Crenshaw
L. J. Grode, Normandie
R. Z. Barnett, Wilshire
L. M. Besently, Jr., Normandie
E. D. Ohanian, Normandie
O. R. Jordan, Sunset
C. H. Martin, Western
W. R. Beatty, Vermont
G. C. Gilliland, Sunset
J. Stewart, Sunset
D. J. Ryan, Van Ness
C. S. Murry, Beverly
W. C. Stange, Wilshire
L. M. Hamilton, Florence-Soto
P. Youngman, Wilshire
J. M. Roberts, Alvarado

“CONTACT!”



An intrepid aviator—1916 style — prepares to take off, with his young passenger not anticipating the crash to come.



Helen McCandless



Mrs. McCandless standing by one of her planes at the time she and her husband operated a flying school.

IT WAS Summer in 1916. The San Diego World's Fair was in progress and among the thousands of visitors was a young lady of 16, Helen Hutchinsohn.

Suddenly the deafening roar of an ascending hydroplane took the attention of the crowd. For several minutes it circled the grounds and then landed gently in the surf near the shore.

“Why,” exclaimed the youngster, “The sign says he sells rides! Can I go up?”

“But aren't you afraid?” asked the relative.

“No,” the girl replied eagerly, “Please let me go.”

A few minutes later, strapped on a seat beside the pilot, Helen was taken aloft. What a thrill that was! For a while she looked down at the far-away Fair Grounds, the city, the ocean and then turned her attention to the plane, the crude instruments and how they were handled. About that time something happened. The roaring motor became silent. The plane nosed down, the pilot moved the stick, leveled off and worked frantically at a switch. The ocean, 500 feet below, was rapidly coming toward them.

“Is something wrong, Mr. Meyerhoeffer?” asked the girl with no apparent alarm.

“Don't get excited, Miss,” he shouted, then—

“S-S-S-Swash!” The impact was terrific, the water shot up from both sides like a high, blue precipice or canyon, then closed, dropping on them with stunning force. The next instant, Helen found they were afloat. The pilot was adjusting a pair of oars to row to shore. In a short while the saturated girl was turned over to her badly frightened aunt.

“Never again shall you go up in one of those things,” she declared.

"Oh, yes, when I get older," replied Helen, "I want to be a flyer, too."

Today we may truthfully say that Helen has realized that desire. She is a licensed pilot and has earned memberships in all national organizations of women flyers. She is a member of the well-known 99 Club.

Helen was born in Hutchinson, Kansas. Finished high school there and studied music and art at Mount Carmel Conservatory in Wichita, Kansas. After one year there she entered Kansas University at Lawrence, Kansas but left soon after to be married to a Kansas wheat grower. For more than ten years Helen helped him guide the destiny of a large farm, then moved to Los Angeles and organized a school of aeronautics at the Municipal Airport. That was in the winter of 1930. In the spring of 1935 they sold this business and a short time later Helen entered the employ of the Los Angeles Railway as an Information Clerk and P. A. X. operator.

In a recent interview, Helen told how she came to make flying her hobby. These were her words:

"Flying for me is a means of relaxation and has been the only recreation that ever made me forget for the time that I have a deadline to make. I think I was born with the urge to fly for I cannot seem to remember a time when I did not yearn to. I knew some day I would learn to fly but I did not have the opportunity to earn my Government Pilot's License till years later, in 1930.

"I have no desire to fly commercially nor to break records nor fly in competition for publicity. I fly because if I am tied to the earth for too long a time I feel like a fish out of water."

* * *

"That's a nice little boy," said the visitor as little Johnny picked up his scattered toys. "I guess your mother has promised you something if you clean up the room."

"If I don't," he corrected her.

* * *

HOLE-HI

By JOHNNIE DUNSON

With some thirty-odd players turning out in quest of the Pan-Pacific Sports Trophy presented by Richard Lang, our Spring golf session seems to have gotten off to a bang-up start. This match also served as the first qualifying round for our association tournament which will be played off some time in March.

Glad MacDonald coming in with a "sizzling" net 69 took first low net honors, with Tex Ritter and Stanley Underwood coming up into second place with net 71's.

W. G. Schmidt, a pre-tournament "Dark Horse" turned in an 85 for first low gross.

J. L. Dunson followed in second spot with an 88.

The results of this tournament were very enlightening in that nine new players showed up, to bolster our group considerably. Such new players as Ashworth, Schmidt, Hardwick, Harrison, Leffingwell, Gain, Bramlett, Frew, and Tyre added materially to our Association roster. Incidentally we

have the promise of such new players as Cattell, Wilson, Case, Cole, and others, to appear in our next qualifying round.

Funniest incident: Leffingwell taking a hefty cut at the ball with part of his club shaft after the head had broken off on the downswing.

Most spectacular: Noteman sinking 20 and 30 foot putts at will. Schmidt's crisp iron shots to the pin—also his sizzling drives. Incidentally, these boys, Schmidt and Hardwick bear watching in the future. We also have the threat of several other crack golfers from Division 3.

Faces we missed: Gifford, Lydiard, Duvall, Johnston, and Veal.

So much for that fellows, but don't forget our next match January 28, at Potrero—incidentally, we are playing in conjunction with the Southern California Golf Association (team play—also individually)—so be out to cop some of those prizes. See you at the "19th".

ACCIDENTS PER 10,000 MILES RUN

DECEMBER 1938

SHOWING THE NUMBER OF ACCIDENTS INCURRED BY EACH DIVISION FOR EVERY 10,000 CAR MILES RUN (EACH X REPRESENTS ONE ACCIDENT)

DIVISION 5	THIS MONTH	XXXX	3.3
	LAST MONTH	XXXX	3.3
DIVISION 1	THIS MONTH	XXXX	3.6
	LAST MONTH	XXXX	3.6
DIVISION 3	THIS MONTH	XXXX	3.7
	LAST MONTH	XXXX	3.3
DIVISION 4	THIS MONTH	XXXXX	4.5
	LAST MONTH	XXXXX	4.5

Around the Divisions

Virgil & Santa Monica Coach



D. S. COBURN

On Saturday, January 14th, the Los Angeles Motor Coach Company participated in a radio program over station KEHE. This program entitled "What's the Answer?" is sponsored by the Bureau of Traffic Safety, Los Angeles Police Department and is the "Question and Answer" variety on the Traffic Code. The following employees represented our Company, competing against a team of drivers of the Western Union Telegraph Company:

D. C. Hull, C. Dunbar and L. C. Ewing of Virgil Division, H. M. Young and R. G. Bloodgood of Wilshire Division.

The Motor Coach men did themselves proud, receiving one hundred points for their efforts against seventy-five points for their competitors.

For the second time the pistol range of the LAMOCO Pistol Club has been damaged by persons who could not possibly gain or benefit by their vandalistic actions. However, a rigid police patrol of the property has now been established and it is hoped that those responsible will be apprehended.

A semi-monthly shoot will be held with special events worked in on alternating Sundays to keep the members in practice. The boys at Virgil are wondering what happened to the marksmen from Wilshire Division. Why not drive up to the range and join the gang in a few hours of really good sport?

Operator H. H. Jackson has moved into his new home at 88th and Western, and Operator O. R. Jordan

is carefully watching the construction of his new home at Studio City.

License plate time is at hand again and as usual Supervisor G. P. Dickerman saved many of us time and money in obtaining the new plates, in fact, one hundred and sixty-seven took advantage of his generous service which has become an annual custom.

Anyone contemplating moving in the near future might do well to seek the advice of "Ex-piano mover" Red Atkins. He has a method of his own for moving pianos which is very quick but not so good on the instrument. Red and his partner balance the piano at the top of a flight of stairs and at a given signal they both let go. They tried it out on their last—and I mean *last* moving job.



Mechanical Divisions

F. F. ROBEY

Division One

James Kennedy, Day Car Cleaner Foreman, passed away December 20. We extend our deepest sympathy to Mrs. Kennedy and family.

After a short illness, R. J. Smith's mother died on December 28. We extend our understanding sympathy to Bob and his family over their loss.

Geta Mays, Car Cleaner Forelady, just returned from a trip to Jacksonville, Texas, where she attended the funeral of her brother, who died December 28. We extend our deepest sympathy to Miss Mays at this time.

Division Two

The Janitor, Watchman and all thank the management for the new roof on Division 2 Car House.

L. C. Welch has been on the sick list for the last three weeks. Mr. A. H. Hineman, an old time Conductor out of Division 2 is working his shift.

Division Three

G. H. Bolser is the new day man transferred from Division 5. Glad to have you, George.

Boyd Walters brought back some very interesting specimens of rock from Death Valley.

Pat Knight, Phil Lathrop and Al Forman enjoyed their vacations.

Our storeroom sure looks swell now. All painted up and re-assembled.

Visitors at meal times are treated with chili peppers. The boys here eat them like cherries. Hot stuff.

G. Atkins and L. Harryman are anxiously awaiting completion of their new homes.

Division Four

We extend our sympathy to J. M. Smith, whose wife passed away December 28.

Tom Watts and Paul Booth are back on the job again, after several weeks on the sick list.

Frank Long had the misfortune to bump his head which necessitated a quick trip to Georgia Street Hospital. A few stitches in his scalp and Frank was back to work again.

W. O. Weiser returned from a week's vacation of just resting up.

J. J. Tolin has been dropping some hints lately that make us very suspicious that he is in love—again.

Division Five

(Flash). The proud father, F. Shaw, believes in rules and regulations—"No smoking" — No cigars for the boys at Division 5.

Jimmy James used his vacation just resting up.

Andy Duncan is the new bench man. Good luck to you, Andy.

G. P. Macqualters is the new Foreman and Wheeler Ellis, Assistant Foreman. We all wish to take this opportunity to congratulate you on your advancement.

E. Hess had an E. F. on the Model T. The head of a valve came off and went through No. 2 piston. Total cost for repair—78 cents. Good for another 80,000 miles.

Henry Williams is still trying to master the art of swimming. He just can't keep his head above water. Must be too much grey matter there, Hank.



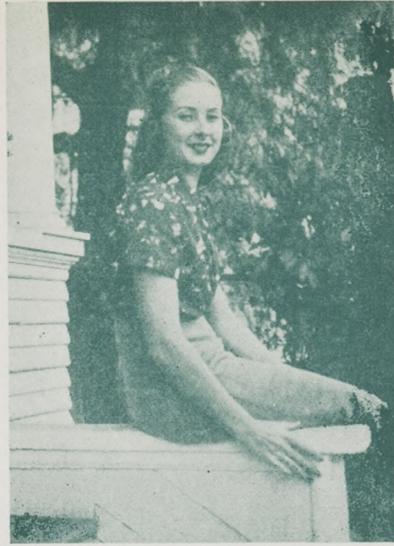
Division Four

C. J. KNITTLE

At the time of this writing the probability of Line J being transferred from Division 1 to Division 4 to be equipped and operated with the new streamline cars, seems almost a reality. A bulletin, under the flashing red light, requests forty-two regular or extra trainmen to volunteer to transfer to Division 1 with full seniority rights. It is planned that, if the J Line is transferred to Division 4, the B Line and Division 4's part of Line H will be assigned to Division 1.

The legendary Greek, Diogenes, who carried a lantern day and night looking for an honest man was evidently born too soon. A Division 4 trainman, M. A. Fulkerson, entering the trainmen's room one morning recently found fifty dollars in currency on the floor near the door. He promptly turned it over to the clerk. The money, it developed, was lost by Foreman Frank Ervin. Fulkerson was offered ten dollars reward for his honesty but turned it down, smiled and sauntered nonchalantly away.

An incident of a more humorous nature occurred to Foreman Ervin a few days before he was transferred to Division 5. Superintendent W. H. Snyder came into the office apparently distressed and remarked his Chevy wouldn't start.



Miss Jean Phillips, daughter of Motorman Henry Phillips of Division Four, will graduate from Polytechnic High School this month with an enviable list of honor awards, the outstanding an Ephebianship, the highest honor to be received in any city High School. Also to her credit is an excellent record as Secretary of the Student Body, Secretary of the Board of Control and other Student Body activities. Jean was also prominent in the Athenians (girl's honorary society), Olympians, Tri-Y and Hockey Club. She is planning a secretarial career.

"I'll be glad to help you by pushing you in my Plymouth so that you can start it in gear," replied Foreman Frank.

Mr. Snyder accepted the offer and a few minutes later Frank hopped into his Plymouth, stepped on the button and started backing from the curb. But something was wrong. The motor had developed a whistle and smoke was seeping through the hood vents. Frank hopped out. Should he yank up the hood? What was the trouble? What would he do if he did know? The whistle was getting louder, the smoke denser. Maybe it was on fire! He couldn't stand there and let it burn up! Cautiously creeping closer, Frank started to reach toward the hood when — BLAM!—the motor exploded! Or was it something else? Nobody is sure what happened to Frank. He was lost in the huge clouds of smoke but we do know

Superintendent Snyder never laughed longer nor heartier than on this occasion which, after all, was merely the result of a prankster hooking a harmless smoke bomb to the ignition.

Anybody is liable to make a mistake. Take, for instance, that cautious lad, Conductor Harry Fisher. Harry strolled into the trainmen's room one recent Monday afternoon, studied the mark-up board for a few minutes and, with a worried expression, stepped up to the office window.

"How come I was not marked up to anything today nor for tomorrow either?" he inquired.

"Why my dear man," replied Clerk Cooper, "This is the week you chose for your vacation."

A critically burned hand and arm was suffered by Operator E. A. Burgess of Line P at Second and Broadway on December 29, when he neglected to pull down his trolley before changing a faulty fuse. Fortunately Burgess' elbow was against the car, a fact which probably saved his life. The current, 550 volts, entered his hand and left at the elbow. An unknown lady, believed to be a nurse, rushed Burgess into a nearby drug store, obtained a bottle of olive oil and poured it over the seared hand and arm. She also accompanied him in the ambulance to the Receiving Hospital but refused to give her name. Burgess was later removed to the Good Samaritan Hospital from which he has since been released but will no doubt spend several weeks yet on the sick list.



Division Three

L. VOLNER

On account of the extra travel before Christmas, the Daily schedules were used on Saturdays. Notice of same was marked with "box-car" letters on the blackboard for several days but for some reason Conductor Joe Wilson failed to see the notice, and on Saturday, December 17th,

reported on his regular Saturday time, which put him just one hour behind time.

After many years of service on the street cars, both as a motorman and an instructor, Mr. G. V. Hopkins has resigned and gone into the newspaper business. Mr. Hopkins bought "The Review", published at Avenue Twenty-five and Pasadena, and said to have the largest circulation of any paper north of the river.

We all wish him success in his new undertaking.

In our last general choice of runs many motormen and conductors took an operating run; some as an operator every day while others took a run where they would only operate on Sunday. This caused many to have to break in, and in nearly every case the man breaking in said he did not know that the other fellow had so much to do. It's like the old saying, "The other fellow has an easier job."

When the Transportation Union of California, Local No. Three, was given permission to put the vending machine in the assembly room a conspicuous place was sought. With the help of Mr. Healy a place was decided upon the wall separating his office from the assembly room. Now, Mr. Healy, or any of the boys did not take into consideration the thinness of this wall, and the treatment the machines might receive. It seems that when almost every one puts a penny in one of the machines he pulls the lever and receives the amount of peanuts the machine is supposed to deliver, but perhaps thinking there are more to come, gives the machine a good jar, then a violent shaking. During many of these performances there have been men in Mr. Healy's office and when the wall begins to shake Mr. Healy has a hard time of restraining his visitor, as he is sure to think an earthquake has struck the building.

In the rear of the assembly room we have a cigarette machine from which our young financiers have been reaping quite a harvest. These

gentlemen would watch when some unsuspecting person would deposit his fifteen cents for a package of cigarettes, and when the person had left would give the machine another punch and receive five cents. You won't have to watch the machine any longer, boys, as same has been repaired.



F. ARLEIGH FRAZIER

The verbal rebuff H. S. Nutter (The Bonsello Vampire) gave vent to was so much appreciated by Al Smith that he filled a note with adjectives and many words in italics and dispatched it back to him along with the much wanted order number.

The Smiths have become involved in a good many extra-curriculum activities. E. C. Smith, encouraged by too much "Tanglefoot" tries invariably to drive someone else's car home. Please come forward with invention such as a car detector—a contrivance for Smith's convenience. This should also prevent eye strain and bad temper on his part.

Particular as to his dog's exercise, D. Jackson has him brought over to the shops at noon so as to give him a supervised walk during his lunch hour.

C. E. Wise is out with an injured eye. Hope we'll have a good report as to his recovery soon.

Visiting the shops recently Al Dillenger seemed to be improving and looked much better. Hope he will continue to steadily improve so as to be able to return to work.

Dave Rinehart after ten years practicing throwing quoits has given it up, deciding against brawn in favor of brain as it's checkers he's chosen as his pastime from now on.

The boys in the Blacksmith Shop are trying to find out who the peeping Tom is amongst them.

Farmer W. W. Huskey is sprouting a new Cookie Duster and the boys are kidding him about the live stock he carries around in it.



Division One

R. C. RUGGLES

This Division showed considerable improvement over '1937', with a reduction of 39½ per cent in their accidents and an average reduction in the number of complaints and violations. The Superintendent is gratified to know that the men are making concerted effort in improving their operation and handling their passengers in a way that creates favorable instead of unfavorable comments. It is much easier to do a job right, and by doing it right we have the satisfaction of knowing that we put an honest effort in our endeavor. Your Superintendent appreciates your efforts in the past year and is looking forward to '1939' being more successful than '1938'.

The following men have been added to our sick list: A. W. Ehlers, T. Bryson, C. M. Beard, H. W. Fisher, B. J. Darnelle, W. D. Gilmore, J. E. Ramstein, D. R. Greenfield, W. H. Obear, and Cash Receiver Boring. Our best wishes to them and we hope to have them back with us soon.

Leave of absence has been granted to the following men: G. W. Hill, on a trip to Connecticut; A. F. McIver, to Chicago; J. D. Ball, to Kansas City; L. Thornhill, to Oklahoma, and E. G. Rehm, thirty days to rest at home.

The older men of our Division were very sorry to hear of the death of H. N. Cole, on January 6th. Mr. Cole was a former Conductor and Scribe of "Two Bells" at this Division.

In talking to H. B. Mann, treasurer, about our Credit Union, he stated we had a Shares Balance of \$1987.49, 95 loans granted since organized, and no one delinquent on loans, and a balance in the bank of \$309.49 and Loan Balance of \$1694.00.



16th Street Coach

CHARLES H. HARDY

This Division's ping pong tournament has been the center of much interest. Both contestants and spectators have been much enthused and good sportsmanship has prevailed. Thirty two players began the tournament and eliminations were made until at the time of this writing four players were left in the semi-finals. Many fine prizes were donated to be awarded the winners. Games with other Divisions are anticipated.

When the motor failed on the plane he was flying Wilshire operator Carl Neighbors made a forced landing so expertly that none of his five passengers were injured except for a few minor scratches. Included in the group were his mother and Coach Operator and Mrs. F. A. Palfreyman. Neighbors was complimented on his fine handling of the controls in the emergency. The plane, however, was badly damaged when it slid over the rough ground on its fuselage.

Ben Towsley is the new relief cashier, much to the regret of the many feminine hearts out on the Figueroa line.

We express our deepest sympathies to A. L. Irwin who lost both his father and father-in-law within the past few weeks and also to Mr. and Mrs. D. L. Smith saddened by the loss of one of their twin boys born January 5th.

Jimmys Cahill and Atchison, noted hunters, promised duck dinners to almost everyone in this Division as they left for Elizabeth Lake where they claimed "millions" of ducks were to be found. On their return, however, silence prevailed. They were questioned and under pressure finally broke down and confessed that their entire bag consisted of one duck and nine mud hens.

O. R. Lane and S. E. Moxon have

recovered from recent appendicitis operations.

It seems that Fred Shafer and some of the boys attended a hard time party just before the holidays. A kid goat, one of the attractions of the evening captured Fred's heart to the extent that he took possession of it and tethered it to his car for safe-keeping. Later in the evening he discovered that the baby goat loved freedom and had broken loose. During the recapture Billy put up a struggle and there was bloodshed (Shafer's blood). The goat was again tied up and Fred probed to find out whether or not his ear had been butted off.

W. M. Lewis tells of a passenger on his Wilshire Coach who had imbibed too freely of holiday spirits and who insisted on tipping the Company. After trying in vain to force a half dollar into the fare box he finally got change for a quarter which he deposited, stipulating that 15 cents of it was to be the tip.

James Worth Cook met defeat while visiting some friends at Christ-

mas. It seems that Jimmie forcibly took possession of the youngster's scooter and proceeded to establish speed records. It finally hit a soft shoulder, stopped abruptly and Jimmie did a swan dive which ended with his face skidding along the pavement. A couple of weeks later he ventured back to work. The boys have promised Jimmie some nice safe building blocks for next Christmas.

G. Bronson was surprised to see someone else taking his run early Monday morning. Imagine his embarrassment when he realized that he was reporting for work on his first day of vacation from force of habit.

Our ski champion "Nip" Whitman took a bad spill at the end of what was otherwise a perfect jump at Big Pines recently. What seemed at first to be a broken leg turned out to be badly wrenched muscles. Although a quick recovery was expected, he will undoubtedly be unable to participate in the remaining gala events of the season. Better luck next season, "Nip".



Making their bow to Two Bells' readers are Gordon and Lois Lahman, children of 16th Street Coach Operator and Mrs. O. L. Lahman. Although only 6, Lois is becoming quite an accomplished tap dancer.

GARAGE

Frank Claudino, Gene Lockeridge and friends brought home meat for the table on their return from a rabbit hunting trip. The rabbits, however, almost got Claudino while he was nursing a thumb caught under the trigger. In a dazed condition from a gun kick in the face he tried to remember whether or not he had been holding the gun by the wrong end.

Frank Elliott, former race driver who is now a representative of the Ethyl Corporation has been giving many valuable pointers to those in the Carburetor shack. Some of the old timers in the garage still remember the thrill Frank gave them at the Culver City race track in 1924 when he was forced into the rail by another car and shot down to the bottom of the track out of control.

Joe Crawford is being very very friendly with any pleasure boat owners who might invite him out this summer. He also expects to attend the launching of "Chick" Jackson's boat in 1969.

J. H. McCornack was recently elected vice president of the Amateur Astronomical Society of Los Angeles.

We offer our deepest sympathies to Ed and Les Harrier whose mother passed away recently.

Benny Walters is the latest one in the Garage to be called for jury duty.

W. Kelley and D. Varley of the Third Shift had transferred to the Line Department, however, since then Kelley has left to work in the police garage.

Among those filling vacancies in this Department are E. L. Davis, J. C. Walton, and J. Misko. J. L. Carmichael has been listed as permanent. Frank Hitchener has been made electrician of the Second Shift replacing Bill Bates who is no longer with us.

Harry Lane recovered rapidly and was able to leave the hospital where he had been confined for several weeks with a skull fracture received early in December when he was

struck by an auto as he stepped from the curb at Jefferson and Main. Glenn Powell is reported doing well after a kidney operation. F. Delight is back with us after a lengthy absence with B. O. knees.

A drunken motorist crashed into the parked cars of A. Leiser and R. Larsen in Culver City on a recent Saturday evening. He was attempting to escape when Larsen laid his hands on him. One side of Leiser's car was badly marcelled while Larsen's grill was dented.



L. F. SPARKS

E. M. "Mac" Cavanaugh, Carpenter Foreman, has returned to duty after a five months siege of illness.

H. P. Larsen, Yard Carpenter, who has been under the doctor's care since the end of October, has been returned to duty.

W. H. McEwan has been off duty since early in December but is now well on the road to recovery and is expected back on the job soon.

A. H. Gettinger fell and broke his leg just before Christmas. He will be off duty for some time.

Sam Bevilacqua, Track Foreman, was off with the flu for a week but has returned to work.

The basketball players are all pepped up over the defeat of Division 5. They are now tied for first place and the second half of the series should see some fast and furious games as the teams battle for final places. If you enjoy action with a capital A, come out to the games and root for your home team.



WALTER WHITESIDE

1939 is here—we are told that we should look to the future—not the past, but with trying to write

department news a scribe has to write about the past or else he will be accused of attempting to be a clairvoyant.

Let us look back to a recent cold, rainy night—George Gouge was fortunate to have a relief night and he shows up for work. Is this the first time anyone in the department showed up for work on his day off? Own up boys—don't be bashful.

Lloyd Yeager is making rapid strides toward improvement and will soon be back on the job, much to the joy of his fellow workers.

E. O. Thurtell watched Howard Jones make progress with photography during the past few years and he has now decided to run him a little competition. He started by purchasing a swell movie camera. Better watch out, Howard!

Joe Urban and his heavy gang have undertaken the task of cleaning the insulators and testing the poles along the High Line Route.



FRED MASON

With one month of the New Year passed, our new superintendent, Mr. W. H. Snyder, and new foreman, Mr. Frank Ervin, are getting acquainted with their surroundings and ere long will be right at home. Mr. Jim Madigan is doing likewise at Division Four and it goes without saying, we extend a hearty welcome to our new superintendent and foreman and wish the best of luck to Mr. Madigan at his new Division.

T. C. Hardesty, who was conductor on a "U" car recently, reports an incident that happened on his car which is worth while mentioning. An elderly lady boarded his car, handed him a twenty dollar bill and asked for a bus ticket. Hardesty told her that he was sorry but he could not change the bill. Said the lady, "But I want a bus ticket to San Francisco, I was told that you sold bus tickets". Hardesty told her

that he sold bus tickets but that they were ten cent tickets good on local lines only, and upon arrival at 5th & Los Angeles Streets let her off and directed her to the Bus Depot.

"That ain't the way I heard it", said the old timer. "The way I heard it was, one fellow said to the other fellow, 'where were you going with that two-car train last night?' and the other fellow said, 'That was no two-car train, that was my follower'".

During the winter months, outside of the regular vacationists, we just had one long jaunter and that was Motorman L. S. Wilmore. He figured on sixty days to go back to Oklahoma, but got back inside of thirty days and very glad to get back, too.

With profound regret we learned the news of the death of Conductor H. N. Cole. Our regrets were also shared with the boys of Division One, the Division he was originally associated with and for which Division he very ably performed the duties of Division Scribe. Our deepest sympathy to his wife and family is expressed when we say "A gentleman has passed away, but his gentlemanly spirit is still with us".



Best wishes to:

Carpenter Al H. Gettinger (Way and Structures), married July 19 to Martha Bronlette.

Operator B. S. Evans (Division 3), married December 31 to Miss Bernice S. Buck.

* * *

"I need a holiday," said the pretty cashier. "I'm not looking my best."

"Nonsense," said the manager.

"It isn't nonsense; the men are beginning to count their change."



Erlene Loretta, born to Track Foreman (Way and Structures) and Mrs. Axel Weberg, December 16.

Linda Noreen, born to Motorman (Division 5) and Mrs. M. E. Dally on December 22.

Barbara Lee, born to Serviceman (16th Street Garage) and Mrs. David A. Pitts on December 27.

Robert Edward, born to Motorman (Division 4) and Mrs. Ray Stanford on December 17.

Nancy Jean, born to Conductor (Division 4) and Mrs. T. R. Latham on December 27.

Donald Joe, born to Operator (Division 4) and Mrs. K. E. Weaver on November 26.

Douglas Denham, born to Mr. and Mrs. Jerome Rich on December 13.

Judith, born to Foreman (Way and Structures) and Mrs. Lino Preciado on January 9.

Ina May, born to Car Repairer (Division 1) and Mrs. T. Calderwood on December 10.

Marguerite Edwina, born to Operator (L.A.M.C.) and Mrs. William Bishop on December 16.

PENSION ROLL

Albert A. Goldsmith, Flagman, Transportation Department, was placed on the Pension Roll, effective September 16, 1938. Mr. Goldsmith entered the service as Conductor, Division 4, December 8, 1904, appointed Flagman, Transportation Department, January 1, 1938. His present address is 1609 Cherry Street, Los Angeles, Calif.

Isaac Carl Gordon, Car House Foreman, Division 5, Mechanical Department, was placed on the Pension Roll, effective December 1, 1938. Mr. Gordon entered the service as Car Repairer, Mechanical Department, November 23, 1903, appointed Car House Foreman, Division 5, February 1, 1932. His present address is 5133½ 2nd Avenue, Los Angeles, Calif.

NEWS FROM LARY SICK FOLKS

By R. A. PIERSON

Superintendent of Personnel

During the month of November there were 39 employes confined to the hospital, which represents 270 hospital days. The cost of this service was \$1,492.00. During the month of December there were 37 employes confined to the hospital, which represents 249 hospital days. The cost of this service was \$1,536.00.

Regret to report the deaths of six employes during the month of November and three during the month of December. During the month of November the wives of two employes died and during December the wife of one employe. All of the employes who died were covered under our Group Life Insurance Policy, and one was paid under the extended death benefit clause. All of the employes whose wives died were members of the Wives' Death Benefit Fund Plan.

There were 223 employees in November and 199 in December who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

OBITUARY

On December 31, 1938, Charles C. Netz, who has been associated with the Los Angeles Railway since February 12, 1906, in the Engineering Department as stenographer and clerk, and for many years as Chief Clerk to Mr. B. H. Eaton, died after a lingering illness.

His kindly presence in the build-

ing is missed by his many friends, who are grieved because of his going, and the department in which he worked is feeling the loss of one who was respected and liked by all.

Hayes Farrah Malugen, Motorman Division 4, died October 22, 1938. He was born in Bismark, Missouri, July 17, 1875, and entered the service of this company as motorman September 23, 1913, left August 1919, and was re-employed as Motorman Division 4, September 1, 1919. Mr. Malugen is survived by his widow and two daughters.

Mack Edward Bowen, of the Pension Roll, died December 28, 1938. He was born in Mexia, Texas, October 18, 1872, and entered the service of this Company as Motorman Division 5, July 25, 1919, appointed Flagman June 26, 1924, returned to train service November 8, 1926, appointed Flagman December 1, 1927, placed on the Pension Roll, effective June 1, 1930.

The wife of John Musgrove Smith, Car Cleaner Foreman, Division 4, Mechanical Department, died December 28, 1938.

George Roe Wilkinson, Motorman Division 1, died January 2, 1939. He was born in Aurora, Illinois, December 24, 1901, and entered the service of this Company as Motorman November 30, 1934. Mr. Wilkinson is survived by his widow.

Harry Nimrod Cole, Conductor Division 5, died January 6, 1939. He was born in Danville, Virginia, April 3, 1880, and entered the service of this Company as Conductor, Division 1, January 22, 1921; transferred to Division 5, June 13, 1937. Mr. Cole is survived by his widow, a son and daughter.

James Silmon Kennedy, Car Cleaner, Division 1, Mechanical Department, died December 21, 1938.

He was born in Iuka, Illinois, January 7, 1872, and entered the service of this Company as Car Repairer May 23, 1922, transferred to Car Cleaner, Division 1, September 24, 1932. Mr. Kennedy is survived by his widow, two sons and a daughter.

Wilbur Willard Morgan, Car Repairer, Department 8, Mechanical Department, died January 18, 1939. He was born in Newtown, Ohio, April 17, 1884, and entered the service of this Company as Car Repairer November 25, 1919. Mr. Morgan is survived by his widow, a son and daughter.

APPRECIATION

Letters expressing appreciation for the kindly thoughts and sympathies extended them during recent sorrows have been received by the company from James A. Johnson and family; C. R. Meeds; Ethel M. Fontaine and daughters; Mrs. H. F. Malugen and family; Mrs. H. F. Reinohl and family; Mrs. Charlotte Barnard; the family of Patrick Connolly; Mrs. G. R. Wilkinson; John M. Smith and family; Mrs. Hattie Netz and Mrs. Beulah Norris; the family of Mack Edward Bowen, and Mrs. Hilda Cole and family.

OREGONIAN RECOVERS LOST CHRISTMAS PACKAGES

When an out-of-town visitor loses a box of Christmas gifts in the middle of a Los Angeles main thoroughfare, and then has these packages delivered for her—that is news. It is also a good example of the efficient Los Angeles Railway service.

It all happened December 19, when C. W. Aen, Division 3, while operating "L" car, noticed a large cardboard box laying in the street. Aen stopped the car and picked up the box. Lifting the cover, he found several wrapped Christmas gifts. This box was returned to the Division, and then sent to the Lost Article Department where from the address

on the box the owner was located living in Portland, Oregon.

The owner authorized a relative living in Los Angeles to pick up the packages, and gave many thanks to Mr. Aen and to the company for the interest shown in returning these lost articles.

NEW PISTOL CHAMPION

The New Los Angeles Railway Pistol Champion is none other than Jas. T. Denis of the South Park Shops: J. T. carried the championship with a score of 279 points. Conductor J. W. Allen of Division three, came in second with a score of 270 points.

The 1938 Monthly Championship Medals were won as follows: January, J. R. Herring; February, March, April and May, Jas. T. Denis; June, July and August, J. W. Allen; September and October, R. J. MacMillan; November and December, J. C. Brewer.

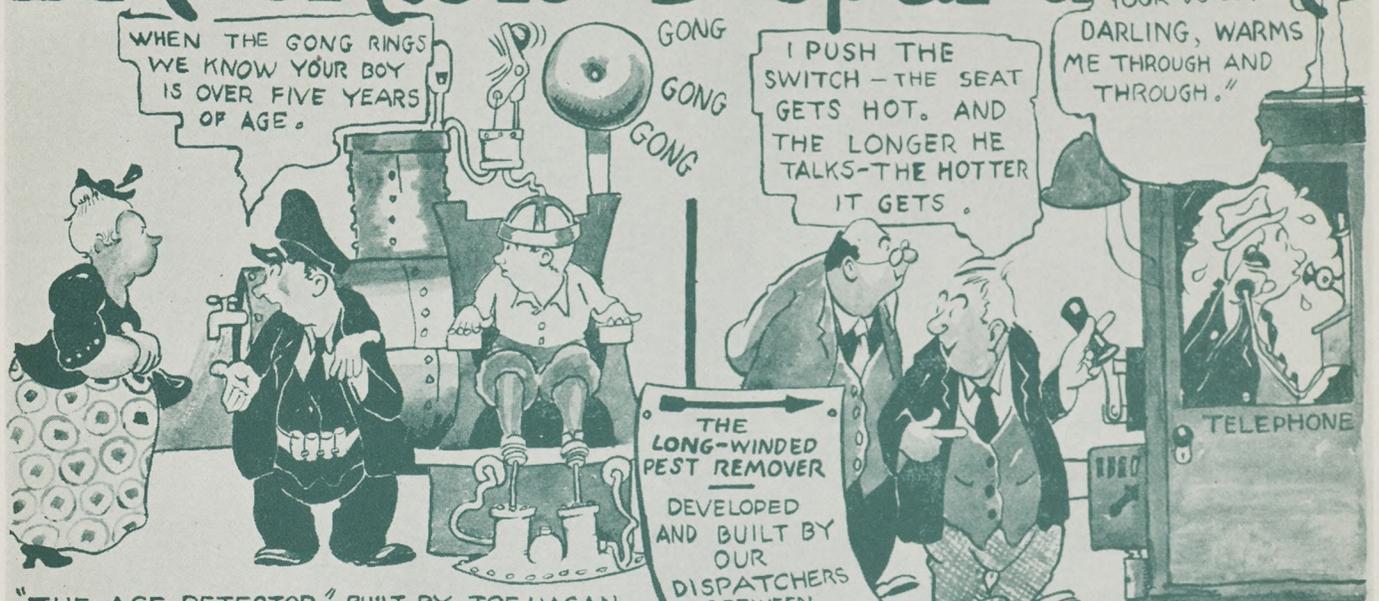
CHANGES AT DIVISIONS

The unfortunate illness which has confined Superintendent B. B. Boyd of Division Five to the sick list since early last Fall was the cause of several changes and appointments in the administrative staffs at Divisions One, Four and Five.

On December 27, Superintendent W. H. Snyder and Foreman Frank Ervin of Division Four were transferred to Division Five. Foreman E. H. Ellis of Division One was appointed Acting Superintendent of Division Four and is assisted by Foreman J. A. Madigan, formerly of Division Five. C. A. Evans, formerly a Division Four clerk, is now Acting Foreman at Division One and, on January 16, W. L. Cooper, trainman and extra clerk, became regular night clerk at Division Four.

Lady Driver: "Tell me, George, quick! Which is the right side of the road to keep on when you're running down a hill backward like this?"

Inventor's Department



WHEN THE GONG RINGS WE KNOW YOUR BOY IS OVER FIVE YEARS OF AGE.

GONG
GONG
GONG

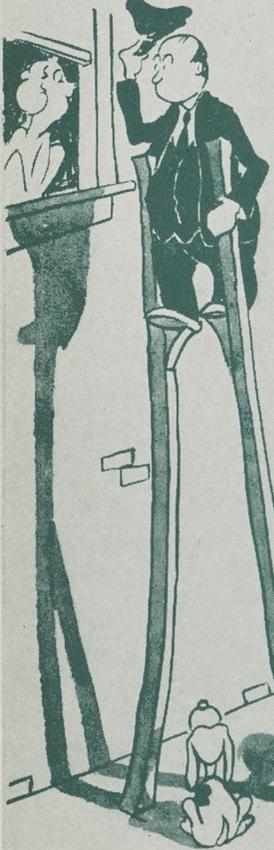
I PUSH THE SWITCH - THE SEAT GETS HOT. AND THE LONGER HE TALKS - THE HOTTER IT GETS.

"YOUR VOICE, DARLING, WARMS ME THROUGH AND THROUGH."

THE LONG-WINDED PEST REMOVER
DEVELOPED AND BUILT BY OUR DISPATCHERS BETWEEN CALLS



"THE AGE DETECTOR." BUILT BY JOE HAGAN. TO BE PUT IN OPERATION AS SOON AS HE SOLVES THE PROBLEM OF PUTTING IT ON OUR CARS WITHOUT REMOVING ALL THE SEATS.



YOU SEE, DAVIS, EVERY STREET-CAR WILL CARRY A PAIR OF STILTS. IN THE CASE OF A TROLLEY BREAK THE OPERATOR GETS UP ON HIS STILTS AND REPAIRS THE DAMAGE.

GREAT IDEA, MARKLEY, IT WILL GIVE THE TROLLEY CREWS MORE TIME FOR PINOCHE. GREAT IDEA!



THE INVISIBLE INK TRANSFER BY DUSTY RHODES

IT'S THIS WAY MADAM. WHEN THE TRANSFER IS EXPOSED FOR ONE HOUR THE LETTERS "B.O." SHOW UP WHICH MEANS, "BAD ORDER", OR "NO GOOD".

OH DEARIE ME, AND I THOUGHT ALL ALONG IT WAS AN AD FOR A CERTAIN KIND OF SOAP.



IF YOU MUST KNOW HOLD UP TO A MIRROR.

broffid yud

