

A Herald of Good Cheer and Cooperation

TWO BELLS



HIS ROYAL HIGHNESS



VOLUME
SEVENTEEN

SPECIAL ISSUE—NOVEMBER
NINETEEN THIRTY-SIX

NUMBER
ELEVEN

General Staff Organization

Effective November 1, 1936

LUCIUS S. STORRS, President, under the authority of the Board of Directors, has full charge and control of all phases of the property, and directs all activities. The immediate staff of the President consists of General Counsel, Manager of Operations, Executive Assistant, Treasurer, Secretary, Comptroller, Director of Research, Chief Engineer, General Claims Agent, Purchasing Agent, and Consulting Engineer.

S. M. HASKINS, General Counsel, has been associated with the Huntington interests since 1903. Mr. Haskins is the chief law officer and a member of the Board of Directors. His principal work will be in connection with general corporate matters, advising the Board of Directors and the President upon matters requiring attention, and the supervision of the Legal Department.

WOODWARD M. TAYLOR, General Attorney, has been a member of the staff of the Legal Department since June, 1927. Mr. Taylor will be available constantly to consult with and advise the officers and employes upon all legal matters. He will represent the Company in all hearings before public regulatory bodies and the courts.

PENN CUMMINGS, Claims Attorney, has been a member of the staff of the Legal Department since August, 1927. Mr. Cummings is the law officer charged with advising the Claims Department upon matters affecting settlement of accident and damage cases, and will represent the Company in all such cases before the courts.

J. STUART NEARY, Executive Assistant, has been a member of the staff of the Legal Department since October, 1927. Mr. Neary has general charge of all matters having a bearing upon the attitude of the public, as well as industrial relations, under the direction of the President. He will supervise the bureau of information which has been established at 1050 South Broadway, where full information regarding our public transportation service will be made available either by personal inquiry or over the telephone. He will be responsible for all Company publications, advertising, et cetera. In conjunction with Mr. Woodward M. Taylor, the General Attorney, he will represent the Company at all public hearings.

R. A. PIERSON, Superintendent of Personnel, has been in the employ of the Company since April 8, 1903. Mr. Pierson has charge of the personnel records of all employes and will report to the Executive Assistant.

COLLIS H. HOLLADAY, Treasurer, has been in the employ of the Company since May 9, 1932, and has full control of the financial department. Mr. Holladay is the receiving and disbursing officer, with an Assistant Treasurer, who is also the corporate Secretary.

S. J. NOCK, Secretary and Assistant Treasurer, has been in the employ of the Company since July 7, 1921. Mr. Nock will perform the corporate duties usual to that office and will act for the Treasurer during his absence.

R. O. CROWE, Comptroller, has been in the employ of the Company since January, 1903. Mr. Crowe has charge of all accounting matters. He will prepare annual and monthly budget estimates of operations, and will establish a practical method of checking the progress of expenditures under the budgets.

J. C. YARBROUGH, Auditor, has been in the employ of the Company since May 7, 1923. He will report to the Comptroller.

CLINTON E. MORGAN, Manager of Operations, appointed November 15, 1936. Mr. Morgan has full charge of all car and bus service, with a staff consisting of:

E. R. DYE, Superintendent of Transportation. Mr. Dye has been in the employ of the Company since August 12, 1903. He is in direct charge of the operation of all cars, with a group of Division Superintendents, as follows:

Name	Date Entering Service
E. C. Williams—Div. No. 1.....	October 27, 1907
G. E. Ferguson—Div. No. 3.....	April 4, 1913
L. L. Wimberly—Div. No. 4.....	February 8, 1911
T. Y. Dickey—Div. No. 5.....	July 10, 1905

F. C. PATTON, Superintendent of Motor Transportation. Mr. Patton has been in the employ of the Company since August 1, 1923, and succeeds Mr. F. Van Vranken, retiring December 1, 1936. He has charge of the operations of all motor bus service, and is also Manager of the Los Angeles Motor Coach Company.

H. G. WEEKS, Superintendent of Traffic. Mr. Weeks has been in the employ of the Company since November 1, 1923. He is to keep in close touch with the trends of patronage, and supervise the construction of car and bus schedules to meet public requirements.

JOHN COLLINS, Supervisor of Safety. Mr. Collins has been in the employ of the Company since September 6, 1901. He is in charge of safety problems, and is a member of the Accident Prevention Committee.

H. A. PERRYMAN, Director of Research, has been in the employ of the Company since July 1, 1927. Mr. Perryman will represent the Company before the various public regulatory bodies and is the authorized official of the Company to supply technical information to such bodies. He is also the statistician and will make surveys of operations for the purpose of recommending improvements in methods which will benefit the transport services of the City.

P. B. HARRIS, Chief Engineer, has been in the employ of the Company since August 8, 1903. He is also a Vice-President. Mr. Harris has full charge of all shops, garages and power stations, and the maintenance of all units of the Company property, with the following staff:

B. H. EATON, Engineer Way and Structures. Mr. Eaton has been in the employ of the Company since January 16, 1913, and is in charge of all track and track structures, bridges, and all Company buildings except the general office building.

L. J. TURLEY, Electrical Engineer. Mr. Turley has been in the employ of the Company since May 11, 1903, and is in charge of power stations and the transmission and distribution of electric energy.

H. E. JORDAN, Superintendent of Equipment. Mr. Jordan has been in the employ of the Company since April 1, 1923, and is in charge of shops, equipment and garage.

S. A. BISHOP, General Claims Agent, has been in the employ of the Company since June 1, 1932, and is in full charge of all accident and damage claims.

BEN SCHUPP, Purchasing Agent, has been in the employ of the Company since October 1, 1906. Mr. Schupp has charge of the purchase of material and supplies and no commitments are to be made by any other officer of the Company. The General Storekeeper and the Stationer will report to him.

RICHARD SACHSE, Consulting Engineer, has been acting in a consulting capacity with the Company since March 1, 1923, during a part of which time he has also been an executive officer. Mr. Sachse's services will still be available, as an arrangement has been conducted whereby he has been retained as Consulting Engineer to advise the President.

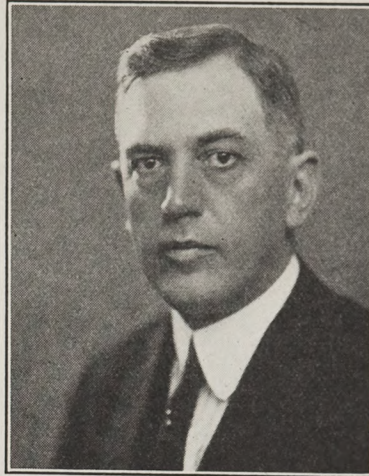
We Welcome Him Into Our Organization

The Los Angeles Railway Corporation welcomes Mr. Clinton Morgan, who comes to us as manager of transportation.

Mr. Morgan has spent all of his life in the railway business, first in the railroad field and later in the electric traction field. He was born in Elizabethtown, Indiana, January 3, 1882. From 1899-1902 he was auditor and purchasing agent for the Indianapolis & Greenfield Rapid Transit Company. From there he went first as assistant general manager and then as assistant to the president of the Indianapolis & Eastern Railroad.

From 1905 to 1909 Mr. Morgan was superintendent of the Terre Haute, Indianapolis & Eastern Traction Company. From 1909 to 1912 he was general manager of the Crawfordville & Western Traction Company. He then became superintendent of the Michigan United Traction Company and Michigan Railroad, where he remained for the next seven years. In 1919 he joined the forces of the Brooklyn City Railways, and in 1921 was made vice-president and general manager, which position he held until 1929.

Mr. Morgan has been quite active in the affairs of the American Electric Railway Association; is a charter member of the Central Electric Railway Association, and has served as a member of the standardization committee on equipment in both associations. He was also a member, and later chairman, of both the schedules and time tables and the rules committees of the Transportation & Traf-



Clinton E. Morgan

fic Association. He served on the block signal committee, and later was chairman of the committee on publications of the American Association. He was also third vice-president of that body.

In 1929 Mr. Morgan was made vice-president of the West Penn Railways and shortly thereafter was made president of the Cincinnati Car Company. He resigned from the Cincinnati Car Company to accept the position as president of the Electric Steam Generators, Inc., with general offices in New York.

Mr. Morgan has recently been doing consulting work, and has just completed a report on the transit system of Atlanta, Georgia.

On the Construction End

The program for reconstructing a group of the type "H" and "K" cars, suitable for one-man-two-man operation, is still progressing satisfactorily.

There have been one hundred and twenty-eight of the type "H" and one type "K" cars brought into our Shops for reconstructing, and we have completed and released, for service, one hundred and one of these cars to date.

Luckily, the maritime strike was delayed for approximately twenty-four hours and this interim permitted us to get a delivery of material that was requisite to permit the program to continue without interruption.

Your Address, Please

It is necessary that the Personnel Department have a correct record of all employees, their address and that of their wives and families. Many employees are negligent in reporting to their Foreman their change of address, marriage, births of children, deaths in the family and divorces. Also some employees neglect to change the beneficiary on their life insurance to their wife when they get married, and fail to avail themselves of membership in the Wives' Death Benefit Fund Plan.

All of these things are very important and this is a reminder in case you have forgotten.

R. A. Pierson
Superintendent of Personnel

Do Not Forget

To the Employees of Los Angeles Railway Corporation:

I am too much of a newcomer in Los Angeles and our Company to know whether any among you requires a word of urging regarding the Community Chest, but I do know that none of us can afford to forget that there are many in our city less fortunate than we and that they fare even worse unless we each do his or her part.

Let us each give what we can.

President.

The Los Angeles Railway organization of the Community Chest for 1936 is as follows:

Member of General Committee, Lucius S. Storrs; Company Chairman, R. O. Crowe.

Assistant Chairmen and Committees

E. R. Dye, Operating Department. Committee: E. C. Williams, Division

One; G. E. Ferguson, Division Three; L. L. Wimberly, Division Four; T. Y. Dickey, Division Five; W. H. Snyder, Supervisors, Flagmen, Watchmen; D. Healy, Instruction, Employment.

F. C. Patton, Motor Coach Division. Committee: G. P. Dickerman, H. C. Lenhart.

H. E. Jordan, Equipment Mainten-

Shops; J. L. Clarke, Shops Electrical; W. T. Brown, Mechanical Divisions; C. B. Lindsey, Garage; J. E. Steenrod, Offices.

B. H. Eaton, Way and Structures. Committee: H. I. Schaubert, W. M. Morgan.

L. J. Turley, Electrical. Committee: H. H. Peterson, L. B. Yeager, Line; O. R. Payne, Electrical Construction; F. Warrington, Power.

R. A. Pierson, General Offices. Committee: E. J. Wilson, Auditing, 9th Floor; G. M. Link, Drafting, Gen. Office; J. I. Finn, Operating 7th Floor; Miss Helen Hughes, Claim; Mrs. McKinley, Personnel; T. G. Duval, Treasury; B. Schupp, Purchasing, Stores.

The first report to the Chest by the Company Chairman, Mr. Crowe, gives the following figures:

Number of pledges.....	945
Amount pledged	\$2,724.50
Cash	508.50
Amount for deduction.....	2,216.00

Division Three Frolic



This picture was taken just before the fun began.

Play day, or rather play night at Division Three, November 7, brought out a large and enthusiastic crowd of men to greet our new President, Lucius S. Storrs, and also to say "au revoir but not goodbye" to our retiring President, S. M. Haskins.

A community sing fest put lots of pep in all present and "head vocalizer" Leon Sweet, assisted by his band, put it over in fine shape. The big hit of the evening was the able assistance given by our new President, who slipped into the bass section which we will admit was woefully lacking in volume. Believe you me "the new big boss" can step out when it comes to being a regular "feller." They say the first impression is always the best, and the whole-hearted efforts he made to "play around awhile" shows conclusively that he has the human touch along with his well established record as an executive.

Not a dull moment prevailed and every one went away feeling that the ties that bind them to our organization are just a little closer and their relations with the ones higher up will be even more pleasant—if such is possible.

J. Stuart Neary, Executive Assistant, added to the evening's pleasure in his usual gracious manner with a well-rendered solo. His booming voice and wonderful personality makes him a prime favorite whenever he shows up at Division Three and all know that he is one hundred per cent for them.

Manager of Transportation, E. R. Dye, in a few well-chosen words emphasized the necessity of co-operation

with our new President. "Ernie," as he is known to his many friends at this Division, realizes the value of all pulling together in our work and he also enjoys relaxation and can play with the best of them.

One of the big features of the evening was the presentation to our retiring President, S. M. Haskins, of a bronze loving cup as a token of the esteem in which he is held by the boys of this Division. All during his years of service as our president, and even back through all his years of service with our Company, his human attitude towards all, from the highest to the lowest, has been in evidence. We all consider ourselves fortunate to know that he is still to continue with our big family. He is truly a wonderful character, modest and unassuming, and as he mounts steadily up the ladder of success he never for one moment forgets his associates.

To our guests of the evening Division Three says "come again, gentlemen," and help us forget the cares of the day. Your interest and presence at our play gatherings shows that you can "let down a bit" and you are always welcome.

L. VOLNER, *Division Three.*

HONOR ROLL

Harry Dean, Flagman in the Transportation Department, was placed on the Special Roll effective October 24, 1936.

Mr. Dean entered the service of the Company as Conductor May 25, 1903. He was appointed Flagman May 20, 1928.

Important !

TO ALL DEPARTMENTS:

An Accident Prevention Committee has been organized with Mr. Jerome Rich as Director, reporting to the General Claims Agent. Other members of the Committee are Mr. John Collins, Safety Supervisor for the Transportation Department, and Mr. H. E. Jordan, representing the Chief Engineer.

A constant survey and examination of all accident occurrences are being made for the purpose of arriving at the fundamental causes. An immediate attack upon a typical case will be started in an endeavor to accomplish results which should serve as a definite basis for developing a plan to be applied to each of the car routes, whereby a steadily increasing improvement in this regard will be obtained.

There is no reason why public transportation service in Los Angeles should not be of such a high standard as to compare favorably with other properties of a commensurate size in the United States which have won the much coveted Anthony N. Brady medal. This award is given each year to the company which has made the greatest accident improvement record.

Lucius S. Storrs
President.

New Cruiser Service

Some time ago the Police Cruiser service was inaugurated in our Company by our Chief Special Agent, R. H. Hilf. Many employes of the Los Angeles Railway do not know this service exists or what it consists of although it has become a valuable factor in the protection of property and employes of the Company.

The Cruiser Service consists of cars operated under orders of the office of the Chief Special Agent by men of both train and police experience. These men are duly commissioned law enforcement officers and the Cruiser acts as an auxiliary police car, receiving the support of the Crime Prevention Bureau of the Police Department and the personnel of the various Police Stations.

The duties of the Cruiser Service are to guard railway property against vandalism, thievery, or destruction and be of service to the trainmen in any way possible. It patrols the entire system and covers line tie-ups, accidents and any other matters which involve safety or service.

One of the first duties assigned to the Cruiser Service was the problem of breaking up a fast growing practice of men and boys riding the back steps of one-man cars and climbing into the cars through the rear doors. This was found especially at school gatherings, football games, etc., when the students rushed on a car, refused to pay their fares and destroyed property on the cars by their disorderly conduct. A number of juveniles has been apprehended stealing passes, money from changers and equipment from trainmen's boxes.

These conditions have been corrected to a great extent by the Cruiser Service. It was not an uncommon event at first for the Cruiser men to take off 15 or 25 men and boys who were riding the cars without paying fares or had entered the cars illegally in one tour during the day. Boys caught riding this way are disciplined by their parents if it is their first offense. If the boys are unruly or stubborn they are turned over to the Juvenile authorities for attention. Adults caught riding in this way are given the chance to enter the car properly and pay their fare. If they do not choose to accept this opportunity, they are arrested and taken to Court. In a number of cases, wanted criminals have been apprehended and juveniles with previous records have been turned over to Probation Officers. However, through these combined efforts and the cooperation of the Board of Education and the

Principals of the various High Schools, the effect created has had a tendency to practically eliminate trouble of this kind.

Perhaps the greatest value of the work of the Cruiser Service is found in the lessened number of hold-ups and robberies of train crews. This year so far, we have had the least number of hold-ups of any year heretofore—70 per cent less than last year and 50 per cent less than three preceding years.

With the Cruiser Service alertly on the job, its stations at terminals and other points of vantage, and its close connection with and cooperation from the police, criminal offenses against property and employes of the Company have greatly diminished.

Retired Employes

The meeting of the Retired Employes Association was held in the Instruction Room at Division Four, Mr. McRoberts, President. Fifty members were present.

Mr. Storrs, President of the Los Angeles Railway Corporation, was introduced and gave a very interesting talk. He extended a cordial invitation to all members to call on him and discuss their problems and he assured them of his interest in their welfare.

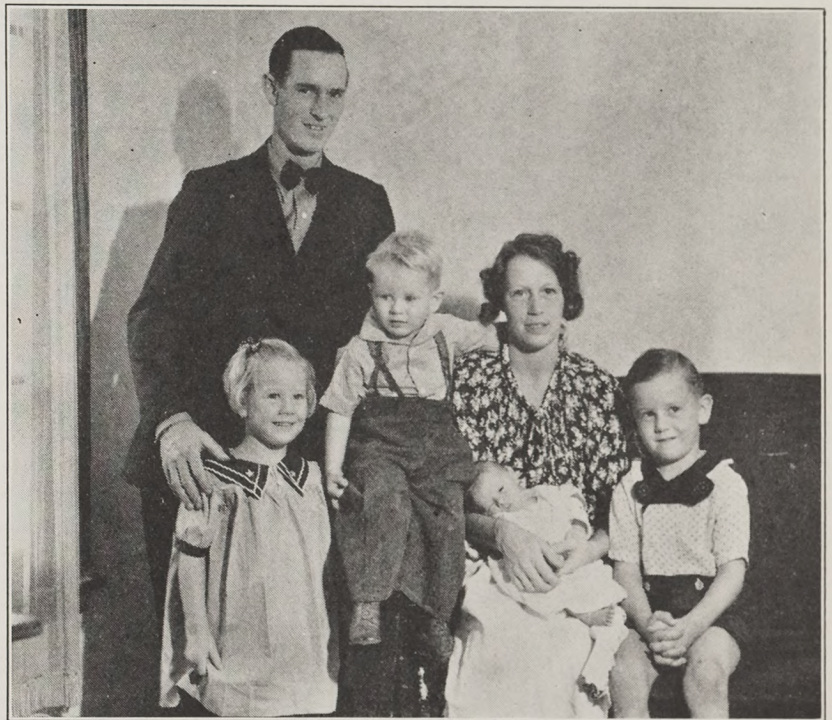
Mr. George A. Prichard read the Thanksgiving proclamation of George Washington issued in the year 1789.

The meeting adjourned to meet again on December 15.

D. L. GRAGG, *Secretary.*

Changed your address? Register it with your Foreman.

Happy Birthday to Three



Motorman B. W. Fissette, of Division Five, and his wife and family of three boys and one girl. Three of these children were born on October 29. Reading from left to right is Beverly, born

October 29, 1932, Murray, born on October 29, 1934, and the latest arrival is Melvyn, born on October 29, of this year, and then Barry, who arrived on September 28, 1931.

By Mail !

Beginning with the December issue, Two Bells will be mailed to the home address of every employe of the Los Angeles Railway and the LAMC Company.

Non-Collision Accidents

By JOHN COLLINS, Supervisor of Safety

Every effort is made by selection and instruction to provide man power to safely meet the hazards of our work, and to care for the passengers as we would a guest in our own home—this is best done by recognizing the value of rendering service to your fellow man.

What would you do with a man who will not play fair—who seems to care nothing for his job, or the rules necessary to its existence, and whose indifference makes it hard for the rest of us? If this was your problem, and the man was not amenable to discipline, you would take him out of the service, because today no business can afford to put up with him. I refer particularly to those conductors working the rear of the Type H-4 cars, who refuse to open the doors and allow people to board, whether on a pull-in trip or not. To keep the doors closed, while people are in the zone or at the step to board, is merely running away from passengers, and will be so treated.

With the conductor on rear of a car, the motorman should time his call for proceed signal so the conductor need but take one glance to see that the steps are clear, and at the only time such a glance is necessary. The motorman should be able to start the car the instant proceed signal is received, on the Type H-4 car conductor on the rear. Conductor must be watching the steps as he closes the doors, and then give proceed bells.

There are more people injured, and more claims paid, in accidents of the non-collision type than in any other classification.

All collisions with pedestrians are classed as injury cases, and are dangerous, even though the person walks into the side of the car. This class of accident is increasing, and may further increase—it is, however, within your power to decrease them.

There has been a considerable increase in the boarding-moving car accident. The alighting-standing car; boarding-standing car, and alighting from moving car are higher than they should be.

There is a slight decrease in falling-in-car accidents, which indicates a better controller feed in starting.

You are charged with responsibility in but a very few of these accidents, but many of them could have been prevented by the recognition and application of principles with which you are familiar. Very few would have occurred if every man had made a

real effort to follow a rule outlined for your guidance some time ago—that of operating your car at all times as you would operate it if your Superintendent was standing beside you listening to every word you spoke, and watching every move you made.

Bit O'Sunshine



Roland Lee Helms. A right smart-looking little shaver, you'll say. We bet we could have a lot of fun setting up blocks for Roland to knock over. He is eleven months old and is the son of Motorman L. P. Helms of Division Four.

Letter of Gratitude From the Snyders

We realize that quite a number of our friends in the LARY family know that I am back on the job and feeling like my old self again after having spent the summer months of this year in a sick bed, several weeks of that time in the California Lutheran Hospital. A courtesy extended by the staff of Two Bells affords us the means of trying to express our appreciation for the many kindnesses that were shown me during my sickness by our friends in the organization.

To Mr. R. A. Pierson, Superintendent Personnel Department, and all members of the Employes Benefit Fund Plan of the Personnel Department, we wish to again say, thank you. We shall always be indebted to you for your wonderful attention and care during my illness—never a moment did you fail me, Bob, and we trust that every employe in our organization will join you and your staff in helping to promote this grand and worthy cause.

Words cannot express, dear friends, our gratitude for the many wonderful things that were done for me during that trying time—for the flowers, letters, cards, and all other remembrances, tokens of love and friendship that I received, which gave me incentive to fight for my life for the sake of my family and friends. To the executive forces, office associates, supervisors, flagmen, trafficians, trainmen, we thank you from the bottom of our hearts.

—Chief Supervisor W. E. Snyder and Mrs. Snyder.

Pension Committee

Memorandum to All Departments:

Chief Engineer
Comptroller
Consulting Engineer
Director of Research
Executive Assistant
General Claims Agent

General Counsel
General Attorney
Manager of Operations
Purchasing Agent
Secretary
Treasurer

In order that a better understanding may be had of our pension problems, all recommendations for pensions will be made to a committee which will hold periodical meetings subject to the call of the President.

This committee will consist of the following members:

Messrs. Lucius S. Storrs, P. B. Harris, C. E. Morgan, J. Stuart Neary.

Mr. R. A. Pierson will act as Secretary of the committee, and will arrange to present to the committee all

such recommendations as may reach his desk. Meetings will be held as frequently as may be necessary to pass upon these recommendations.

All applications for pensions must be accompanied by the employment statistics of each individual, together with the doctor's report.

President.

Past and Present Board Buckers of Sea Gulls' Roost



Front row, left to right: Motorman A. H. Neumann, Motorman A. W. O'Rear, Conductor E. E. Cornelison and Conductor I. J. Miller. Back row, left to right: Conductor F. W. Fox, Motormen S. N. Cupp, W. S. VanNest, Jack Coward and Fred Weseloh, all of Division Five.

The five big boys in the back row have plenty of whiskers, their combined years of service totaling one hundred and seventy-three and one-

half years. Of course, when a general choice takes place everybody else in the division has to stand and look on while they take the gravy.

The four "babies" in the front row, will, thirty or forty years from now, be wearing the whiskers and eating the gravy.

Medical Plan Bulletin

In the last few months there seems to have been an unusual amount of mouth infection known as Vincent's Anigna or Trench Mouth. We are advised that this generally attacks the mouth which has been neglected by not having it properly inspected and cared for. The Medical Plan provides for the cleaning and examination of teeth once a year, and the dentist will do any X-rays which he feels are indicated at no expense to the employe. He will advise the employe what dental work is needed, but it is strictly up to the individual whether he has the work done or not. However, he must not expect the dentist to give him the X-rays to take to some other dentist.

In checking over our medical files, it is found, according to the doctors,

that a great many disabilities are traceable to infections from the teeth and gums. Therefore, all employes who are members of the Medical Plan should avail themselves of this free dental service once a year.

R. A. PIERSON,
Superintendent of Personnel.

Notice to All Employes

The wife of William C. Unwin, Watchman, Mechanical Department, died October 15, 1936. Mr. Unwin will be paid approximately \$565.00 under the Wives' Death Benefit Fund Assessment No. P-100. Deductions will be made on payrolls ending October 31, 1936.

Journey's End

Calvin John Simmons, Derrickman of the Way and Structures Department, passed away October 26, 1936. He was born in Rea, Missouri, and entered the service of the Company as Derrickman September 17, 1908. Mr. Simmons is survived by his widow, son and daughter.

Joseph Rizzo, Scrubber in the Mechanical Department, died October 26, 1936. He was born in Bara, Italy, and was employed by the Company as Scrubber November 22, 1912. Mr. Rizzo is survived by his widow, six sons and three daughters.

Moved recently? Register the new address with your Foreman.



Division One Basketball Team. Back row, left to right: H. A. Smith, H. B. Mann, T. A. Snyder, A. R. Trcut, Coach; F. P. Twynham, C. H. Duncan. Front row, left to right: P. I. Morrissey, J. L. Carney, C. F. Jacobs, R. B. Means, C. J. Wallen and W. G. Lloyd, Manager.

Basketball Hilites

By C. J. KNITTLE

A convincing example of the appeal of basketball was demonstrated on November 6 when a crowd of close to 400 spectators filled the balcony and seats flanking the courts at Lincoln High School to witness the opening games of the Transit Employees Basketball League.

It would not be overly optimistic to presume that as the fourteen weeks tournament gets well under way, the crowds will be even larger.

Those who enjoy this form of sport, who list it as one of their favorite diversions, are assured an evening of lively entertainment. The action is fast and, with scoring often coming in flurries, there is always the element of uncertainty. These, combined with untold possibilities for both individual skill and finished teamwork, make for a game comprising all the essentials that hold the onlooker's interest.

So, before presenting the scores and standings for the first eight games, ladies and gentlemen, permit me to again invite you to the tourney, every Friday evening at 8:00 p. m. with the exception of November 27, Christmas and New Year's Day. Some of you, perhaps, have never witnessed a game of this type. The reason for its widespread popularity lies in the simplicity of the rules and the nearness of the spectators to the playing court so that every move of the players can be seen and followed. You will enjoy every

minute of these fast, exciting games. You will learn what brought about the tremendous appeal of America's national indoor game, basketball.

Division Four's easy win over the Division One team can be credited to excellent team-play. The Division One lads played a very aggressive game and with more practice will develop into a good, competitive team.

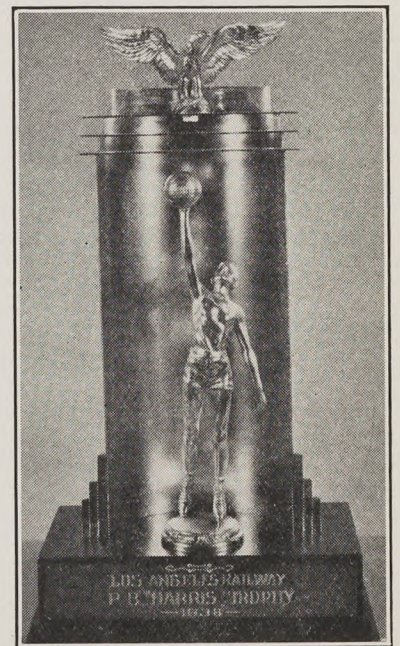
Division Three and South Park Shops also put on a good contest for opening game honors. This is the Shops Team's first season in the League and we might say the lads played a fine game. The defensive work of Division Three's right guard, Leese, however, had much to do with holding the Shops boys to a thirteen-point score. Leese also piled up eight points for his team and Maze, his teammate, topped it with nine points which, of course, had much to do with the final score of 21.

Division Five's game with Vernon Yard was a fast affair and provided plenty of entertainment for the fans. Both of these teams will put up good competition this season.

The most evenly balanced contest in the opening games, however, was between Los Angeles Motor Coach and the Sixteenth Street Coach Division. The LAMC lads last year were known as the Wilshire Team. It will be remembered they lost every game last season. This season we find they

start right off by walloping their Sixteenth Street cousins in the opening games to the tune of 19-17. It was not an exceedingly fast contest but was well played throughout and brought many volleys of applause. Good luck to you, Wilshire—err—err LAMC. May you win many more.

Changed your address? Register it with your Foreman.



P. B. Harris Traveling Basketball Trophy, now in the possession of Division Four.



South Park Shops Basketball Team. Back row, left to right: A. L. Davis, Manager; R. Ells, R. P. Chamberlain, T. J. Westcombe, Captain; Bob Ross, Bud Horton, L. Stanley. Front row, left to right: Kess Miller, Coach; Ed Henderson, T. A. Lock, Walt Whitaker, Norman C. Farmer, Jimmie Phillips, Assistant Manager.

Basketball Box Scores

November 6 at 8:00 P. M.

DIVISION FOUR—34

	FG	FT	F
Hedger, rf	3	1	0
Morrow	1	0	1
Boyer, lf	1	1	1
Hipes	3	0	2
Weaver, c	6	1	1
Brown	1	0	0
Whitcomb, rg	0	0	1
Curry	0	1	0
Livingston, lg	0	0	0
Sprague	0	0	1
Total	15	4	8

DIVISION ONE—10

	FG	FT	F
Jacobs, rf	0	1	4
Means	0	0	0
Carney, lf	0	0	0
Smith, c	2	0	3
Trout	1	0	0
Twynham, rg	0	1	2
Snyder	1	0	0
Morrissey, lg	0	0	0
Duncan	0	0	0
Total	4	2	9

DIVISION THREE—21

	FG	FT	F
Maze, rf	3	3	0
Christerson, lf	0	1	0
Llewelyn	0	0	1
Drayer, c	0	1	0
Barnett	0	0	1
Leese, rg	4	0	4
Hardwick	0	0	0
Triboulet, lg	1	0	1
Total	8	5	7

SOUTH PARK SHOPS—13

	FG	FT	F
Chamberlain, rf	0	0	0
Stanley, lf	1	0	0
Ells, c	0	0	1
Horton	2	0	0
Farmer, rg	1	0	1
Ross	0	0	0
Westcombe, lg	1	3	1
Total	5	3	3

November 6 at 9:00 P. M.

DIVISION FIVE—17

	FG	FT	F
Ullrich, rf	5	0	0
Landreth, lf	0	0	0
Smith	1	0	0
Ruth, c	1	1	1
Scott, rg	0	0	1
Bougher, lg	1	0	1
Total	8	1	3

VERNON YARD—20

	FG	FT	F
Simonson, rf	5	0	0
Miranda, lf	1	0	2
Bramlett, c	2	0	2
Salcido, rg	1	0	1
Rocha	1	0	2
Copper, lg	0	0	0
Fisher	0	0	1
Total	10	0	8

Changed your address? Register it with your Foreman.

L. A. M. C.—19

	FG	FT	F
Strong, rf	1	0	0
Wellen, lf	3	1	1
Alley	0	0	0
Oats, rg	1	0	2
Tyler	0	0	0
Owens, lg	0	0	0
Fuller	0	0	0
Total	9	1	3

16TH STREET COACH—17

	FG	FT	F
Lehman, rf	5	1	2
Fisher, lf	0	0	0
Logan, c	3	0	0
Tucker, rg	0	0	0
Fogelman	0	0	0
Aure, lg	0	0	0
Total	8	1	2

November 13, at 8:00 P. M.

DIVISION ONE—17

	FG	FT	F
Jacobs, rf	1	0	1
Trout	2	1	1
Roberts, lf	2	3	0
Smith, c	0	0	2
Morrissey, rg	0	0	0
Mann	0	0	0
Twynham, lg	1	1	1
Total	6	5	5

SOUTH PARK SHOPS—27

	FG	FT	F
Littlefield, rf	4	1	1
Whitaker	0	0	0
Lock, lf	0	0	2
Stanley	0	0	0
Horton, c	4	0	1
Ells	0	0	0
Chamberlin, rg	2	2	2
Ross, lg	1	0	3
Farmer	1	0	0
Total	12	3	9

Box Scores Continued

News of LARY Sick Folks

By R. A. PIERSON, Supt. of Personnel

L. A. M. C.—23

	FG	FT	F
Wallen, rf	1	0	1
Oates	1	0	1
Alley	0	0	0
Wycoff, lf	1	1	4
Hope	1	0	0
Reynolds, c	2	0	1
Fuller	0	1	1
Strong, rg	3	3	0
Singer	0	0	0
Owens, lg	0	0	1
Underwood	0	0	0
Total	9	5	9

VERNON YARD—16

	FG	FT	F
Simonson, rf	2	0	2
Salcido	0	1	0
Miranda, lf	4	1	1
Bramlett, c	0	2	1
Rocha, rg	0	0	1
Fisher	0	0	1
Copper, lg	0	0	1
Total	6	4	7

November 13 at 9:00 P. M.

DIVISION FIVE—19

	FG	FT	F
Ullrich, rf	3	0	1
Bowers, lf	3	0	3
Pace, c	0	0	0
Smith	1	0	2
Scott, rg	2	1	3
Landreth	0	0	0
Ruth, lg	0	0	1
Temple	0	0	0
Total	9	1	10

16TH STREET COACH—24

	FG	FT	F
Fisher, rf	2	3	0
Montgomery	1	0	1
Lehman, lf	2	1	1
Logan, c	1	1	0
Aure, rg	1	0	0
Fogelman, lg	2	1	2
Total	9	6	4

DIVISION FOUR—16

	FG	FT	F
Hedger, rf	0	1	0
Hipes	1	0	0
Boyer, lf	2	2	2
Weaver, c	2	1	0
Whitcomb, rg	0	0	0
Morrow	0	0	0
Curry, lg	0	0	2
Livingston	1	0	0
Total	6	4	4

DIVISION THREE—10

	FG	FT	F
Maze, rf	2	4	0
Llewelyn	0	0	0
Christerson, lf	0	0	2
Drayer, c	0	0	1
Barnett	0	0	0
Leese, rg	1	0	3
Martin	0	0	0
Triboulet, lg	0	0	2
Hardwick	0	0	0
Total	3	4	8

During the month of October there were 24 employes confined to the California Hospital, which represents 164 hospital days. The cost of the hospital service was \$1,066.00.

G. Paterson, Motorman, Division One, who was injured when he tried to catch a moving car on his way home from work, is feeling better but it will be some time before he can work as he suffered a fractured shoulder.

C. H. Engle, Motorman, Division Five, who has been sick since September 10, is improving slowly. He probably will be away for several weeks more.

C. O. Morse, Superintendent, Motor Coach Division, has been very ill since October 22. We are happy to report at this time that he is improving.

C. J. Adolfson, Switchman, Division One, is home from the hospital and is greatly improved.

E. C. Smith, Machinist, Mechanical Department, is off duty on account of a carbuncle on the back of his neck. He will be off for some time.

B. A. Ferris, Elevator Operator, Los Angeles Railway Building, who was injured while on his vacation in Ohio, has returned home. He will probably be back on the job soon.

W. H. Laing, Conductor, Division One, has been on the sick list for several weeks with influenza. He will soon report for work.

K. E. Boyd, Conductor, Division Four, who has been on the sick list since October 1, is improving and expects to return to work soon.

J. A. Scott, Flagman, Transportation Department, who was operated on last August, is improving but will be off for some time yet.

D. E. Fletcher, Motorman, Division One, was operated on recently at the California Hospital. He may have to return later for another operation.

J. T. Martin, Motorman, Division Three, who has been sick for some time, is able to get out for short walks to regain his strength.

J. M. Cavedes, Lineman, Line Department, who was injured last August, is gaining slowly. It will probably be a few weeks before he will be able to return to work.

W. C. Skinnell, Conductor, Division

Five, was confined to the hospital for a few days last month. He is out now, but is not able to resume duty.

A. G. Gribbling, Operator, Coach Division, was seriously injured while playing baseball on November 1 when he was hit on the head with a pitched ball.

G. E. Kinnison, Conductor, Division Four, had the misfortune to fracture his arm just above the elbow. He is now in the California Hospital.

M. C. Miller, Motorman, Division Five, has been on the sick list since September 30 because of rheumatism. He feels that he is now improving.

C. C. Clark, Conductor, Division Five, who suffered a fractured skull last August, is improving slowly.

C. R. Wheeler, Operator, Coach Division, who has been sick since September 8, is improving and hopes to return to work soon.

J. G. Adair, Flagman, Transportation Department, was operated on recently for a cataract on one eye. He will be off duty for several weeks.

F. C. Peterson, Conductor, Division Five, who was confined to the Hospital for about three weeks, is out and around again and will be back to work soon.

F. A. Christy, who is on the Special Roll, had the misfortune to fall and break his hip. He is now at the Alyn Moore Rest Home, 5114 Elizabeth Street, Bell, California. If any of the old-timers who remember him could find time to call on him, he would appreciate it very much as he is lonesome being away from home.

J. J. West, Watchman, Mechanical Department, who suffered a slight stroke recently, remains about the same.

H. A. Heuer, Electric Repairer, Mechanical Department, has been very ill with pneumonia. He is now improving and hopes to return to work before very long.

We regret to report the death of seven employes and the death of the wife of one employe during the month of October. The employes who died were covered under our Group Life Insurance Policy and the employe whose wife died was a member of the Wives' Death Benefit Fund Plan.

During October there were 135 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

LEAGUE STANDINGS

	W	L	Pct.
Division Four	2	0	1.000
L. A. M. C.	2	0	1.000
Division Three	1	1	.500
16th Street Coach	1	1	.500
South Park Shops	1	1	.500
Vernon Yard	1	1	.500
Division One	0	2	.000
Division Five	0	2	.000

Moved recently? Register the new address with your Foreman.

Yells

Conductor Archie L. Auslender of Division Four became the proud daddy of a handsome baby boy on October 24. The little gentleman weighed six pounds, thirteen and one-half ounces and has been named Lynn S. We forgot to ask what the S stands for. It might be for those good cigars Archie passed around. Well, anyway, the happy mamma is getting along nicely and the baby is not bald-headed like his pappy so we'll just say, "Congratulations and sincere good wishes to you and yours, Daddy Auslender."

* * *

Motorman F. D. Connolly of Division Four announced the arrival of a sweet baby girl at his home on October 27. They have named her Lois Mary Ellen. Sorry we have no more details but maybe, some day soon, the proud daddy will send in a picture of the little lady for Two Bells. Best wishes for the baby, F.D.

* * *

Motorman J. H. Bridges of Division Four was being reprimanded by the Division Superintendent on November 10 for a slight infraction of the rules. Bridges listened patiently until the Superintendent finished and then popped up with, "Well, there's one thing you can give me credit for," he beamed, "we got an eight-pound boy up at my place this morning." Superintendent Wimberly glanced up at the outburst and broke into a smile. For the moment, rules and regulations were forgotten. "How are Mrs. Bridges and the little one getting along?" he inquired. "Just fine," replied Daddy Bridges. "My best wishes are for them," added Mr. Wimberly seriously.

* * *

Motorman C. E. Yocum of Division One announces the arrival of a new nine-pound baby girl at his home October 14. Her name is Dorothy Jo. Mother and baby doing fine, and C. E. is happy.

* * *

This is a little late but important just the same. Conductor A. C. Kimmel, a new man at Division One, has a new baby boy named Ronald Edwin Kimmel. He arrived on October 5.

* * *

Bob Vanderwater of South Park Shops will now do his dancing at home to the crooning of his baby daughter Dorothy Ann, born October 26.

* * *

Earl Cummings of the Auditing Department announces the birth of a six-pound, seven-ounce girl, Sandra Frances, on October 23. Mrs. Cummings and baby are doing fine.

Some happy man is Conductor R. E. Munch of Division Three, for he is now the proud father of an eight-pound baby girl. Mr. Munch states that mother and baby are doing fine.

* * *

On October 26 Conductor A. H. "Bud" Huffmeier, of Division Five, busted all the buttons off his vest and passed the cigars around with great gusto. It was a seven-pound twelve and one-half ounce baby boy and he has been named Albert Henry. Both mother and baby are doing fine, and according to "Bud," little Albert Henry is going to be quite a help to him when he goes fishing. Congratulations, to you, Mr. and Mrs. Huffmeier.

Bells

Motorman Wallace J. Curry of Division Four announced his marriage to Miss Dorothy Higue of Alhambra on November 10.

Wallace entered the service of this Company last June and became immediately prominent among Division Four trainmen for his outstanding playing as shortstop on the Division Four baseball team. When the basketball season opened a few weeks ago, he again came into the limelight for his excellent work as a guard on the Division Team.

Wallace is a graduate of Notre Dame. His studies there were concentrated on Physical Education.

The sincere good wishes of his many trainmen friends were extended to him and the happy bride.

* * *

Conductor Roy Kennedy, of Division Five, blew in from Ocilla, Georgia, looking like a million dollars and smiling from ear to ear, and the reason for the big smile was a real good one. Yes, he got married and brought his bride back with him. Congratulations, Roy.

* * *

We don't know if he was trying to save on cigars, or why the cause for such secrecy, but Substation Operator Sammy Van Den Berg was married May 31 and the news of this auspicious occasion was not released until this week. The lucky (?) lady is the former Miss Evelynne Lester.

Anyway, congratulations, Sammy and Evelynne, and may you enjoy a happy wedded life.

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

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

TWO BELLS

Published monthly for the
employees by the
Los Angeles Railway

JANET C. McNEILL, Editor

Vol. XVII · November, 1936 No. 11

Tribute Paid

Mrs. Campbell

The following is a part of an article clipped from a fraternal magazine and relates to Mrs. Lucille Campbell, wife of Conductor L. T. Campbell of Division Five.

"Welcome Rebekah Lodge No. 143 is very proud to have the decoration of Chivalry conferred on one of its members, Lucille Campbell, a past noble grand and financial secretary of our lodge. She traveled north to San Jose to receive the decoration in October, at Grand Encampment.

"Mrs. Campbell is known to many as 'Old Father Confessor,' so many go to her in times of trouble and need. During war times in the flu epidemic, she answered Uncle Sam's call for volunteer nurses and served for over two years as an Annette at the army air base in Houston, Texas. She is only happy when serving others, and she is always ready to help the other fellow when in need."

My Ambition

I'd like to be a friend of those
I meet from day to day;
I'd like to help them all I can
Along the Wilshire way.
I'd like to do the little things,
That oft are left undone;
And give the little help by which
Motor Coach victories are won.

I'd like to say the words
That folks so like to hear;
I'd like to say Fairfax Local and smile,
Their lonesome hearts to cheer,
And when I sing out, "Step up, please,"
If deeds I've done unkind
I'd like to take them all along—
Leave naught but good behind.

RALPH CUNNINGHAM.
Motor Coach Operator.

Around Our Company



Vets

The last meeting held on Monday, October 28, was not very well attended, but those who did show up had a good time.

The Mask Ball held on Hallowe'en was a huge success as far as having a good time, and we did not go in the red financially, so that's something. Mr. C. E. Kriss of Division Four won first prize in the men's division and Mrs. Helen Frost, wife of Motorman E. S. Frost of Division Four won first prize in the ladies' division. Door prizes were won by C. J. Clark of Division One, Mrs. Helen A. Nelson, wife of Clerk H. F. Nelson of Division Four, Mrs. Ruby Lynn, wife of Motorman M. E. Lynn of Division Five and last but not least our Past Commander J. A. Madigan. Horns, streamers, etc., were furnished by the Club.

The next meeting will be held Monday, November 23, and will be for the purpose of electing officers for the coming year. This is one meeting of the year that every member of the club should attend.

This year it was necessary to decline an invitation to take part in the Armistice Day parade owing to the shortage of men at the different Divisions and it would have been almost impossible for enough men to get off to make any kind of a showing.

Here's hoping that next year will find us all in a better condition to get off and also that many more have uniforms so we can make a better showing than we ever did, although we never have had to take a back seat for attendance and appearance at any of the parades in the past.

Don't forget Monday, November 23.
H. F. NELSON, *Adjutant.*

Vets Auxiliary

The regular meeting of the Vets' Auxiliary was held early this month, owing to the holiday season.

The election of officers for 1937 was held and the following were elected: Josephine Clark, President; Ruby Lynn, Senior Vice-President; Ella Hoyle, Junior President; Thresa Madigan, Secretary; Edith Duncan, Treasurer. Other officers are to be appointed by the new president.

ELLA HOYLE, *Secretary.*

Changed your address? Register it with your Foreman.

Bull's-eyes and Misses



Sunday, November 8, witnessed the first of several proposed prize matches at the Centinela Park Range. This match was conducted by the Centinela Springs Revolver Association and of the eight prizes donated by Inglewood merchants, the Los Angeles Railway Division won three.

Mrs. Gloria Garner, wife of Denton Garner, won the ladies' event with a score of 153. Prize for this event was a compact. Denton Garner won both class A events with a score of 188 for .38 caliber and 191 for .22 caliber. His prizes were two hair cuts donated by a barber shop.

The prize orders were placed in a box with strings attached and after the shoot, the winners pulled their prize by chance. Other awards were tie-clasp, ash tray, flash light, carton of cigarettes and much to the amusement of all, an order for a woman's silk undergarment was won by a bachelor. The success of the match was due to the untiring efforts of Dr. Van Gelder and the Inglewood Merchants Association.

Turkey Shoot



Wednesday, November 18, the big event of the year will open with a bang. The entire week will be devoted to contests of skill and chance so that every one will have an opportunity to win. Beginners and tyros will compete among themselves, experts and sharpshooters among themselves, and those who can't shoot at all can enter the events where chance alone determines the winner.

The range is located in Inglewood, in Centinela Park.

A big turkey for two-bits!

L. F. SARKS, *Secretary.*

FOR SALE

A Colt .22 Target model on a .38 frame, used very little, in A-1 shape. Cost \$41 new. Will sell for \$25 or consider trade on rifle in good shape.

Ted Fogleman, 16th Street Coach Operator.

Square and Compass

With but one more month to bring to a close this grand old year, your club is making preparations to finish the term with a free supper for all the members. Now don't get excited, there's been no definite plans made as yet.

At the last meeting of this year every member is asked to make an honest effort to have present a good prospective member.

Walter Whiteside wants a re-count on the national election.

A. G. Rex says, "Who is this fellow Roosevelt?"

And Lloyd Yeager just doesn't know what to make of it all.

A word of praise for Dan Johnston who has so capably acted as our master of ceremonies for the past year.

Bear in mind the date of November 24. It's going to be a special night for us at Hollenbeck Lodge. More later, by bulletin.

The Salutation to The Dawn

Listen to the exhortation to the dawn;

Look to this day, for it is life—
The very life of life.

In its brief course lie all the verities
And realities of your existence;
The bliss of growth,
The glory of action,
The splendor of beauty.

For yesterday was but a dream.

—From the *Sanscript.*

HOWARD F. BABB, *Scribe.*

Foreman's Club

Unable to complete arrangements for an industrial plant visit, it was necessary for the Los Angeles Foreman's Club to resort to a dinner and entertainment meeting for November 17.

The program consisted of dinner, special music by the Carnot Brothers, a motion picture furnished by the Westinghouse Company on the "Development in the Use of Electricity," and a talk of "The Work and Functions of the Federal Bureau of Investigation" by J. H. Hanson, Chief of the G-Men of Southern California. A turkey was also given away as a door prize.

Election of new officers will be held in December. Now is a good time to join, Foremen.

DOYLE RISHEL,

*Member Executive Council
of Foremen's Club.*

LARY Legion

The Los Angeles Railway Post No. 541, American Legion, held a meeting in Patriotic Hall, Friday, October 30. Seventeenth District Commander Sebastian and the District Adjutant were visitors at the meeting. Commander Sebastian gave a very interesting talk but owing to previously planned visits to other Posts, his time was limited. We were very glad to have these officers with us and hope they come again.

After the regular business was taken care of, the following Post Officers were elected for the term expiring September 1, 1937:

Post Commander, Leo L. Leasman; First Vice-Commander, E. J. Marceau; Second Vice-Commander, Robert Copeland; Adjutant, R. H. Manning; Finance Officer, C. H. Hinson; Chaplain, H. L. Myers; Sergeant-at-Arms, C. W. Coulter; Historian, G. H. Drinkwater; and the elective Executive Officers, Leroy Hobbs and H. B. Marques.

The Post will hold the next dance in Patriotic Hall, 1816 South Figueroa, on Saturday, November 28. Admission will be 25 cents per person. All who attended the last dance seemed to have a good time so we will be looking for you the 28th.

This Post is for all employees of the Los Angeles Railway who are eligible to belong to the American Legion so do not wait for some one to ask you to join. Step right up and make this a Post to be proud of. Leave your name and address with the Adjutant or some of the Comrades and we will see that you are signed up. Better still, come to the meetings.

There will be a meeting at Patriotic Hall on Monday, November 23.

R. H. MANNING, *Adjutant.*

Chess! Chess!

The first 1936 winter meeting of the Chess Club was held on Friday, November 13. Most of the "old-timers" were present.

George Goehler introduced a game called "Kraigspeil." It takes three players and three sets of chess to play the game. Anyway, it proved very interesting and we are looking forward to a little more "Kraigspeiling" at the next meeting which will be held on Monday, November 23, 1936.

Starting with the month of December, the regular meetings will be held on the first and third Wednesday of each month. This invitation is extended to any employee who is interested in playing chess. Let's have a few more members at the next meeting!

Barbecue Observations

By 1 8 2 Much

Everyone had to drink black coffee because a classy fire fighter threw the cream on a fire. . . John Harris drinking coffee for the first time in his life. . . Pat Jinks trying to get a bet on the next football game. . . Bill Morgan coercing people out of their cigars . . . an exceptionally large representation from the eighth floor. . . L. J. Turley slipping a package the size and shape of a sandwich under his coat . . . the numerous "Please don't ask for sandwiches to take home" signs. . . Bert Schaubert and Lobo. . . P. B. Harris' fine introduction. . . Mr. Storrs' bouquets. . . Dick Hilf's comments . . . every other person answering to the name of Pat. . . Bill Weeks' laughter. . . Kelly Holmes' three helpings of beans. . . Austin Fleetwood's numerous return trips to the food counter. . . Andy Eagan's large capacity . . . the lack of after dinner stories . . . the snappy service.

The smiling kitchen crew: Babe Gravins, Jimmy Watkins, Bill Swearingen, Carl Heffington, Charlie Shelton, Bill Rankin, Burl Rodefer, Charlie Smith, Louie Schmidt, Jack Baldwin, Frank Hall, Ray Copper . . . and last, Bud Eaton's closing remarks, "I don't care what the rest of you do but I'M so full I have to stand up."

Supervisory Meet

The regular monthly meeting of the Supervisory forces in the Mechanical and Automotive Departments was held November 14, with W. C. Brown, Chairman.

The papers read, "Lubrication" by A. L. Davis; "The Lighting Effects of Various Colors of Paint" by Lee Crump, and "A Cross Country Trip" by Mr. Nolf comparing our equipment with others he saw, were very interesting.

The Chairman gave a resume of suggestions made at previous meetings and the action taken on them. E. Muse, W. Aldrich, C. Heywood, J. Cook and I. C. Gordon responded to calls for suggestions on good service.

Mr. Rowbottom gave some highlights of various transportation companies he visited on a cross-country trip. H. E. Jordan gave a talk on the duties of this group. He also stressed the importance of assisting the Community Chest Drive.

H. CONACHER, *Acting Secretary.*

Moved recently? Register the new address with your Foreman.

Sweetes' Li'l Fellow



Donald T. Scoville. Little Donald greets you with a smile that beams with health and happiness. He is two and one-half years old and is the son of Motorman N. E. Scoville of Division Four.

Loud Speaker on Coach

Passengers riding on double deck coach No. 614 operated by the Los Angeles Motor Coach Co. on their Sunset Boulevard line have the novel experience of hearing the conductor announce principal streets and transfer points through the loud speaker system with which the coach was recently equipped, the speaker being located in a position where the conductor's voice can be heard on both the upper and lower deck.

The amplifying unit which is operated with electricity from the battery is located above the gasoline tank on the left side of the back platform and the microphone is placed above the right window of the back bulkhead close to the position usually occupied by the conductor.

Control buttons are placed near the microphone, one beside it and the other on the floor. The speaker is installed in the roof at about the center of the coach in such a position that it can be heard both in the lower and upper deck.

The loud speaker unit was designed and installed by Conductor J. N. Boucher of the Virgil Street division with the view of offering added service to the traveling public.

Goodwill Bouquets



Many fine letters come to the company every day from passengers who are appreciative of some act of courtesy on the part of a trainman, bus operator or conductor.

Two Bells used to publish these letters but the custom was discontinued. Now we are reviving it because we believe that these "bouquets" have a greater significance than just personal compliment to the man involved.

Every letter commending a trainman, bus operator or conductor for some act of courtesy or safety means a patron sold on the street car and bus way of riding to and from.

It will be impossible to publish all of the commendations, but some will be selected and published in Two Bells each month.

Commendations have been received:

For Motorman L. R. Thompson, Division Four, from Jane Law because of his careful operation and alertness in the performance of his duty in avoiding an accident.

For Conductor E. E. Smith, Division Four, from G. T. Dorsey for his courtesy in assisting a lady with a small child and baggage on the car and to their seats.

For Conductor L. H. Elliott, Division Four, from E. E. Huston for his courtesy and assistance in locating a wrist watch which had been lost during the rush hour.

For Conductor C. V. Judd, Division Three, from L. C. Ryan for his cheerful help and courtesy in assisting a blind passenger.

For Conductor K. S. Stephens, Division Three, from L. M. Brennan because of his courteous assistance in returning a valuable book which had been left on the car.

For Conductor H. F. Keiser, Division One, for his courteous and efficient handling of two customers who refused to pay their fare or leave the car. The writer, J. F. Foster, commends Conductor Keiser as a very superior employe.

For Conductor L. L. Sweet, Division Three, from R. C. Blair who wishes to put in a word of praise from all of the passengers on the car because of his courtesy in stopping the car and chasing after a "run-away" hat during the rush hour.

For Conductor G. C. Abel, Division Four from D. D. Karr who remarks that he takes care of his job in a better than ordinary manner and is courteous, helpful, willing, and cheerful.

For Operator W. A. Darte, LAMC Co, from R. L. Harrison, who claims he is one of the best drivers in the company because of the comfort with which a passenger can ride under his services.

For Conductor D. A. Kuykendall, Division Three, for his politeness and help in assisting an elderly lady who is a regular passenger, from Mildred Warner.

For Operator L. G. Hobbs, LAMC Co, for his patience, courtesy, and efficient handling of an annoying passenger, from E. E. Behrens.

For Operator C. R. Hunt, LAMC Co., from L. McClure because of his skillful driving in avoiding an accident.

For Motorman A. W. Hubka, Division One, from M. Spratt because of his unusually smooth and efficient driving and his care to signal on all warranted occasions.

For Conductor D. E. Fowler, Division One, for his kindness in retrieving a hat which Mrs. Eva Orman had lost and his courtesy in returning it.

For Conductor D. E. McCarter, Division Three, for his courteous assistance to an elderly lady. The writer, D. L. Hole, was particularly impressed because Conductor McCarter was kind enough to help the lady to the curb.

For Conductor R. L. Koonter, Division Four, from M. Foster for his honesty and kindness in returning her lost purse. Conductor Koonter turned the purse in to the Lost Article Department, but drove by her house to tell the writer, Marion Foster, that it had been found so as to save her any anxiety.

For Conductor W. R. St. John, LAMCCo, for his courteous attention to all of his passengers, from M. B. Anderson.

For Operator L. M. Besenty, Jr., Los Angeles Railway Coach, for his pleasant, obliging and courteous service, from Miss C. Dreshfield.

For Operator H. W. Strode, LAMC Co., for his courtesy, politeness and efficiency, from Mrs. D. C. MacWhirter.

For Conductor R. W. Huntoon, Division Five, from Joseph Overton, for his courteous treatment of an elderly lady on the car.

For Motorman R. T. Gamble, Division Four, for the painstaking manner in which he was breaking in a new man, from Luke Smith.

For Motorman G. W. Honts, Division Four, for his courtesy and con-

sideration of passengers, from B.S.

For Conductor S. S. Wollam, Division Three, for his kindness, consideration, and efficiency, from Isabel S. Davenport.

For Motorman A. E. Sayers, Division Four, for his courtesy to passengers and care in operation, from our President, Lucius S. Storrs.

For Motorman J. F. Haeberle, Division One, for assisting a lady who had been caught in traffic in the middle of the street, from Lewis H. Colby.

For Conductor J. G. Wells, Division Four, for his courteous handling of a difficult situation on a crowded car, from A. S. Swanstrom.

For Conductor J. T. Little, Division Four, for his courteous and business-like manner, from E. G. Lewis.

For Motorman J. P. Kennealy, Division One, for his courtesy and neatness, from Dorothy Godden.

For J. T. Little, Division Four, for his courtesy and cheerfulness, from Ruth Van Saun.

For Conductor J. Holz, Division Three, for his courteous and kind attention to passengers, from Gertrude Page.

For Conductor L. Childress, Division One, for his kindness to an elderly lady, from Sara E. Bastajian.

For Conductor R. E. Hansen, Division Four, for his courtesy and kindness in finding streets, etc, for his passengers, from Mrs. Eliza Upham.

For Conductor C. H. Coats, Division One, for his courtesy and kindness in assisting a crippled man, from Alma Erickson.

For the crew on car 59 of the "L" Line for their kindness and courtesy in waiting for passengers, from La Vinia McGraw.

For Motorman W. E. Schoenbaum, Division One, for his carefulness when a small child was attempting to cross the street in front of his car, from R. B. Dugan.

For Motorman A. Hancock, Division Four, for his courtesy and clear calling of street names, from Ray C. Norgard.

For Conductor A. E. Morgan, Division Three, for his courtesy to a crippled lady on the car, from Helen B. Bowyer.

"It was only a glad 'Good Morning,'
As he passed along the way,
But it spread the morning's glory
Over the livelong day."

Two Bells

YOU will receive the December issue of Two Bells at your home. It will be mailed to you there instead of being delivered on the job. Two Bells is a magazine though which the employes are kept in touch with what is going on throughout the Company, and informs one another of newsworthy items, about themselves.

There are over 4,000 of you employed by the Los Angeles Railway Corporation, but that is not by any means the number of people in the official family of the Railway. The official family includes the wives and children, relatives and friends.

We all—employes, families, friends and management—have one thing in common: interest in the Los Angeles Railway Corporation and its personnel, from the president on down.

All should keep informed about the current affairs of the Company. Each person of the official family is interested in the important things that happen to you. It is only through such a magazine that this information can be interchanged and mutual knowledge and appreciation of the Company and its personnel increased.

The purpose of this magazine is to create and build a better understanding of mutual problems which can only be developed when you know something about the people with whom you work and the Company that employs you.

From now on it will go to your homes where we hope it will be received by you and your families as a live and helpful magazine, giving the news you want about the Company and yourselves.

Two Bells is a magazine for you, your families and friends. We are attempting to make it as interesting as possible for everyone. We want to build it and improve it all the time. Please unite with us for its improvement by submitting suggestions and news items.

Appreciation

Letters of appreciation for the courtesy extended and for floral offerings sent to them during the time of their deep sorrow and loss have been received by the Company from: Mrs. Flora Simmons and family; Earl B. Houston and Ledora and Leo Harriman; Mr. and Mrs. Conacher and family.



Division One

H. N. COLE

Another busy man at Division One is Motorman F. P. Keeley. He works a full night run and before he goes home he plays a few games of checkers. If he loses a game or two his alibi is, "I am too sleepy."

When Motorman J. H. Schrader waited for a lady to catch his car, she remarked to Conductor J. H. Stanley that the motorman was the sweetest man in the world. Stanley said, "Tell it to the motorman." She did, and Schrader was so astonished he stopped his car in the middle of the block, presumably as a safety measure. A coincidence in connection with this crew is that both have the same initials, J. H. S.

One night about a week ago Conductor K. L. Wolfe had an accident at the end of the line. A machine tried to knock him out of the safety zone. He was pretty much bruised up but he was game enough to report for duty next morning.

Conductor F. P. Behnke has fallen in line with a great many others and has bought himself a new 1936 Chevrolet. Is it a beauty or is it?

Motorman D. E. Fletcher, Governor of the Association of Transit Employees for Division One, is now at his home recuperating from a serious illness. For a while he was confined to a hospital where an operation was successfully performed. Now he is on the road to rapid recovery.

Motorman A. L. Goodrich and his family have returned from a two-month vacation. He reports a wonderful time, having traveled through seventeen states and two provinces and covered more miles than his speedometer could record.

After several days of illness, Conductor J. J. Dempsey is now back on his run.

Motorman J. J. Hillis, who has been indisposed for several weeks, is also back and performing his duties as usual.

Motorman G. L. Stoddard was off for several days on account of illness, but is now back on his run.

Motorman R. J. Orphan has also returned to his duties after being confined to his home for several days.

With a trip to Oregon in view, Motorman A. A. Johnson has taken a thirty-day vacation.

Motorman A. C. Lomax is staying off for the next fifty days. He has been

granted a leave of absence for a visit to his old home in Missouri.

Operator T. H. Perkins returned to his duties after being incapacitated for a few days. Several nights ago while in a lunch room, a half drunken man seemed to dislike the color of Perkins' eyes and made an attempt to change their color. He half way succeeded, but Perkins retaliated by making quite a change in the general appearance of his assailant.



Two reasons why Operator T. H. Perkins of Division One has been working so steadily. Left, Anita Evelyn, age four years; right, Ana LaVon, six years old.

Moved recently? Register the new address with your Foreman.



Division Three

L. VOLNER

Remember that the holiday season is near at hand which means more congestion on our streets and more passengers on our cars. Everyone in platform service should make a special effort to operate more cautiously, avoid contact with automobiles, and by all means don't overlook the fact that jerks made by sudden stops or starts, in most every case, result in falling-in-car accidents—many of these causing severe injury. **Play safe!**

On Thursday, October 29, the day of the first real rain, Motorman N. W. Baker, having completed his day's work rather early in the afternoon, put on his neatly pressed civilian suit and went downtown to take in the sights. Having much time to spare, Mr. Baker thought he would look around at the rain coats the many stores had to offer. A large variety was seen at all the stores visited, but satisfied that it would be many days before the rainy season would begin, he did not make a purchase. On his way home it began to pour and his newly pressed suit got a substantial wetting. The next time he has any time to spare he says he is going to buy a raincoat.

Some time ago Motorman W. W. Taylor sold his home on Avenue Twenty-eight near the car barns. During the past month he purchased a home on Isabel Street and says he is very much pleased with the

change for he has a much better view from where he is now living.

One of the first of our trainmen to venture out in a 1937 automobile was Conductor J. J. Olexo, who was seen riding in his new Dodge.

Having completed his day's work rather early in the afternoon, Motorman J. Hellman decided to take a ride up through the San Fernando Valley. After having gone a few blocks, Mr. Hellman noticed a woman standing on the curb and asking for a ride. Being a kind-hearted gentleman, and, from his street car experience, hating to pass anyone up, Mr. Hellman stopped and took the woman aboard. After they had gone many miles he told the passenger he had to return to the city. She stated she had not had anything to eat all day, and asked for a dollar. Mr. Hellman gave the woman fifty cents as she alighted from his automobile whereupon she called him a "cheap skate." Now if this motorman had displayed a "No Passengers," "Take Next Car," "Thumbs Down," or some other suitable sign on his windshield he would have avoided this embarrassment, and, without a doubt, would have more thoroughly enjoyed his outing.

Since the recent election Operator J. San Marco is some happy man, as Proposition No. 15 on the ballot carried, thus returning to those who had paid for the paving of San Fernando Road the amount they were out. Mr. San Marco will receive about \$1,200.00, which he says will seem like a gift.

For some time it had seemed like an impossibility for Operator D. D. Smith's run on the "N" line to reach the Spring and Sunset terminal on time. On his recent vacation he had all the deer meat he could eat. Since his return, Trafficman Miller, who is stationed at this terminal to assist the operators in changing ends, says he is sure glad Smith had this vacation, as he likes to see the cars out on time.

Conductor Ira Gott has always had a sneaking idea that he was an extra good trout fisherman, but it took only a few hours on the part of his husky step-son—Albert Coops—to demonstrate to his dad that he had competition. Young Albert made a cast in the waters of the San Gabriel stream and pulled out an eighteen-inch trout weighing two and one-half pounds. After this happened, Ira picked up his tackle and returned home.

Conductor R. C. Timmons and wife, as is usually the case, won first honors at a hard-time dance given at the American Legion Hall in Eagle Rock City.

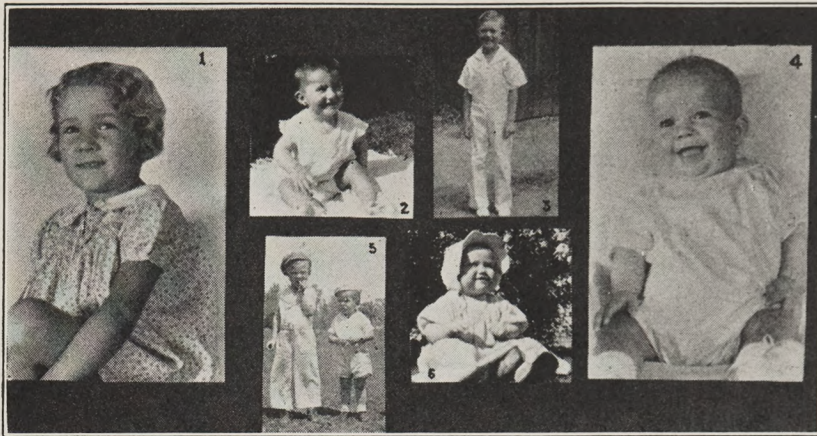
Motorman L. L. Halloran and family are spending several weeks at their old home in Pennsylvania. Mr. Halloran was called because of the serious illness of a member of his family.

Motorman O. D. Cox and wife are spending a few weeks in Detroit, Michigan. O. D. has made a trade for a new auto and will return home in it.

Conductor J. G. Visser is spending a two weeks vacation resting at home. This should put the gentleman in tip-top shape for the holiday rush.

Conductor H. Tann and family are spending thirty days visiting at their old home in Colorado.

Division Four LARY Tots



1—Phyllis Weidemann. Phyllis proudly informs us that she "turned six" last September. She is a sweet little lady and we hope, some day, she will let us make mud pies with her. Phyllis is the daughter of Motorman F. W. Weidemann.

2—Jackie Ford. This husky little gentleman is the reason his daddy, Conductor H. J. Ford hurries home at night. Jackie is seventeen months of age and is a right smart little fellow.

3—Marshall E. Scoville. Another handsome little gentleman. Marshall is six years of age, goes to school, likes his teacher and is also a son of Motorman N. E. Scoville.

4—Gary Weidemann. Little Gary is just nine months of age and is also the son of Motorman F. W. Weidemann.

5—James and Raymond Hughes. Two real buddies. Brothers, of course, and we don't mind saying they are healthy and handsome. James is five and Raymond is three. They are the children of Conductor J. F. Hughes.

6—Bonnie Marie Hedger. Bonnie, indeed, is this adorable little lady, the daughter of Conductor C. M. Hedger. Bonnie Marie will soon be one and one-half years old.



Division Five

FRED MASON

Well, folks, the Basketball season is on the way and while we started off by losing to Vernon Yards, the game was one of the finest of games to watch, being one of those nip and tuck affairs and the issue being in doubt right up to the last few minutes. Vernon Yards had just a little too much on the ball for our boys and won out by the score of twenty to seventeen. Manager Doyle McClurg and all the players are not the least bit discouraged by losing their first game and Mac is highly pleased with the players he has. Don't forget to keep Friday evenings open. Watch the schedule and take a trip out to Lincoln High School and cheer the boys on.

Conductor C. I. Jones is back on the job after a very enjoyable two-months vacation. Accompanied by his wife and family he did quite a bit of traveling, visiting in eighteen states and making his headquarters at the old home town of Tonkawa, Oklahoma.

Another vacationist back on the job is Conductor B. E. Pittinger, who came back a little bit ahead of time, but reports a very nice time spent in Woodriver, Nebraska.

We are expecting Conductor A. J. Konecny back shortly. He has been off almost two months now and is spending his time with the folks at Hallettsville, Texas.

Motorman L. W. Schoffner is back from a thirty-day hunting trip and while he himself did not get any game, one of his party connected with a nice big buck. He did not say which one of the party got the buck, but we would not be a bit surprised if it wasn't Mrs. Schoffner, who is quite a hunter, and accompanies Lawrence on his hunting trips.

Conductor B. A. Greene has taken a leave of absence for thirty days for the purpose of taking his mother away for her health, and we hope the change will be beneficial.

We are all very glad to see a couple of old timers back on the job after long sieges of illness. They are Conductors C. L. Walinder and Roy C. Young. Welcome back, boys.

We all join in wishing Conductor B. R. Bowlus the best of luck in his new venture, he having resigned to work in the United States Mail Service.

That was one day that Conductor Grady M. "Tex" Brown was on the job. It was early in the morning and he reported just two hours ahead of time, and on a Sunday morning, too.

What happened to Motorman J. H. Simpson's car? Despite the fact that it's far from being one of the latest models, and the paint job no longer shows, it goes, and it went one afternoon while he was working. Yes, somebody took a fancy to it and borrowed it and J. H. had to go all the way home to Hollywood by street car.

dering why Loader C. J. Petersen refused to bet his T-model car on Roosevelt against Mr. Wescott's fifty dollars on Landon.

Motorman H. Barclay suggests that when Conductor Norman Rupe wears his flowered pajamas under his uniform, he should be told to keep the pajama legs up in his pant legs and not down over his shoes.

A beautiful chromium plated smoking stand with built-in card and poker chip receptacle, valued at \$7.50 was won by conductor George Capps in the Two Bells Cafe November 10. The punches cost George forty-four cents.

Conductor W. W. Harbeck and his wife boarded a southbound "7" car one evening recently and shortly after Harbeck overheard a woman asking the conductor to let her off at Florence Avenue. A few minutes later, Harbeck fell asleep. Some time elapsed and, incidentally, as the car was approaching Florence, Harbeck sensed the fact but forgot he was off duty and at the top of his voice screamed, "Florence Avenue! Florence Avenue! Who asked for Florence, please."

That's about all, friends, except the one about the conductor who received a "come-see-me" from the Superintendent. It was about an accident and the boss finally asked:

"Was she badly injured?"

"Well, it hurt her somewhat," replied the conductor, "and bruised her otherwise."



Division Four

C. J. KNITTLE

There was a slight shortage of Division news for the month of November although we have just had one of the biggest shake-ups since the re-routing way back in May of 1920. Several paragraphs could be written about this recent general choice of runs.

The Community Chest campaign at Division Four went over the top on November 11, the second day of the drive here. Conductors S. T. Cooper and Billy Warren were the workers.

Billy Warren, by the way, recently returned from a sixty days vacation at his cabin near June Lake in the High Sierras. Billy says the only thing that happened worth talking about was that he was snowed in for four days during his stay.

The Swift Flying Club, an organization of twenty Division Four trainmen interested in aviation, recently purchased a 1936 Taylor Cub Monoplane. Motorman D. D. Barricklow, a licensed pilot, organized the Club and is giving the members a complete ground school course of instruction. The membership is gradually increasing.

Supervisor Frank Wescott is still won-



16th Street Coach

CHARLES H. HARDY

C. R. Wheeler is still on the sick list. We wish him a speedy recovery.

We understand that H. M. Young is off the gold standard.

The last reports were that "Stinke" Davis can predict football scores much better than Ted Fogelman.

This is not intended for an advertisement, but R. O. Bennett marched into the Garage recently armed with his electric razor, plugged in on a post and using the rear view mirror of a Coach proceeded to shave while waiting for his run.

It was reported that Al Reich was on a diet of headache tablets the day after the election.

Pansy Hiersemann dropped around recently. No doubt looking for his old pal Jimmy Kresge.

Barney Rudd is back from his appendix operation.

It has been reported that the enterprising shoe shine boy is going to install side boards on his stand to take care of J. H. Sherwood's paddle feet. This extra service will not raise the price of five cents.

One of the boys has decided that one of the reasons for so many accidents is because of the ego of so many motorists who think they are perfect drivers. He advises the practice of Intelligent Anticipation.

We understand that Glen Graham recently became greatly impressed with the historical background of East Sixteenth Street and was contemplating a treasure hunt in the rear of the Coach office.

Tiny Schunck enjoys good clean fun but thinks that burning holes through his leather jacket is a crude form of humor.

Some of the boys expect to see three brass balls hanging over Ted Fogelman's door before long.

Basketball men are invited to come out to the games. The new coach is Lunn, a varsity U.S.C. man.

Bobby Nolan, stunt artist was due to put on an exhibition. His specialty is to thrill crowds by crashing cars or turning them over.

If all cigarettes begin to taste like the ones Ray Corbett hands out, the boys will smoke rope, says Webb groggily.

W. Haynes was looking around for a good old car to ride back and forth to work. At a terminal a man tried to interest him in an old heap that looked somewhat serviceable. The man had his five-year-old heir with him who chimed in, "Gee pa, I'll bet you will be glad to get rid of that old gas hog." The man broke down and admitted the gas mileage. And so, no sale.

Newspapers recently published a picture of Jimmy Kresge and his Golden Glove fighter from West Virginia, Harry Nichols, who has been quite a sensation since his arrival on the coast.

C. O. Morse, superintendent, has been

on the sick list since returning from a pleasant trip back east. We are all glad to hear that you are improving steadily, Charlie, and hope to have you back with us soon.

A. G. Gribbling is recovering after several days spent in the hospital. A baseball struck him on the head during a game at Griffith Park between the Los Angeles Railway and Southern Pacific teams recently.

The following are the new men who recently joined the Coach Division: Ed Sommers, R. F. Smith, L. B. Sheehan, H. F. Anderson, J. Diliberto, M. B. Cornelius, L. Smith, R. Hartsook, T. Marks, and F. L. Merino. C. D. Steele was re-employed.

Moved recently? Register the new address with your Foreman.

GARAGE

We offer our sympathy to Claude Simmons, whose father C. J. Simmons, passed away recently.

P. Wood and his wife spent a belated honeymoon around Mammoth Lakes recently.

Now that that is all over, Benny, you may bring out that pretty table cloth with the sunflower design.

C. Christopherson, gate watchman, is back with us after being on the sick list for several weeks.

Buck Jones has a new toy. An eighteen-foot speed boat with a Duesenberg motor. He intends to stay on fresh water for a while so that he will not be tempted to head out for some foreign ports.



Little Miss Carol Ann Hume whose proud papa is L. Hume, Mechanic at 16th Street Garage.

Wonder who talked Frank Hitchener into changing from a Dodge to a Ford.

George Oliver once had quite an appetite for fruit, especially other people's apples. But after sitting with his head cupped in his hands reflecting with remorse upon his misappropriations he has become a reformed man.

O. Knox feels that he had graduated from baseball. He is now considering dramatics as a fine art.

We understand that F. Delight, Manhattan playboy of the Third Shift, is about to get himself another boat. We hope that it will be seaworthy enough to stand those Catalina 90-mile gales.

Tom "Corn" Juris converted his prize hog into ham, bacon, chops and by-products. Knox and Winston were there to claim the by-products.

Of course on Hallowe'en night anything is liable to happen. For instance it has been claimed that W. Turner was entertained in two different places at the same time that evening. Perhaps someone entertained his ghost.

Buck Jones had the rear of his Plymouth badly wrecked. For the information of Ford owners he wishes it known that his car was parked at the time and not run down as might be supposed.

George Baker almost landed in the dog house recently. A couple of his pals in the machine shop wrote a note addressed to his wife and put it in his lunch kit where she would find it. The note painted him as an absolute moron, holding out on his wages, and spending most of his time in breweries and questionable places. Fortunately for George, Mrs. Baker did not believe all of the accusations.

At the time of this writing R. W. Anderson was expecting to be operated on for the correction of an abdominal irregularity. We wish him a speedy recovery.

Virgil & Santa Monica Coach



D. S. COBURN

Operators Humber and Parker went on a hunting trip recently and brought back quite a few rabbits, that is Parker did. Humber almost had one when he chased it down and threw his leather coat over it. He then felt sorry for Brer Rabbit, let it go and refused to shoot it.

Conductor J. N. Boucher is all smiles. His loud speaker has been installed on Coach 614 for a trial. It sounds very good and promises to work successfully.

The new schedule now in effect on Western Avenue provides additional service, especially during the rush hours.

Missouts seem to be becoming more frequent since the weather has turned colder. "That warm bed feels good," states Gabe Miller who completely ignored his alarm clock a few days ago.

Dave Sporman is on the sick list recovering from minor injuries that he received recently in an accident.

E. B. Ramey, Sunset operator, is on leave and is en route on a trip to his old stomping ground, Kansas City.

M. A. Tudor, night dispatcher, has been busily engaged in instructing members of the class in "Highway Transportation" the workings of the dispatcher's office, giving them an idea of what has to be done in the operation of the coaches.

Conductor Dean has resigned from the service to accept a position at Tucson, Arizona.

The Transportation Engineering course has progressed to the point where the boys are having to put on their thinking caps. We are anxiously waiting for one of them to write on the defect card that a certain coach will only accelerate a certain number of feet per second against so many feet the day before. How would that look instead of the usual "no power."

The Motor Coach basketball team started off the season with a good start by beating their opponents in the opening game by a one point margin. The players can do better with encouragement and support, so come out to the games.

MECHANICAL DEPARTMENT

Few of us realize what a brawny hunter we have in our midst. We speak of none other than Foreman Hank Thompson, who bravely set forth on a bear hunt recently. We were all greatly disappointed, however, when he returned empty handed. Perhaps it was due to the rain that spoiled the bear tracks he saw last year.

Genial Jack Burton has returned to his job after recovering from an appendicitis operation.

George Porter, Jr., has been receiving a lot of kidding about his coming marriage. He denies everything and says to just hold the phone for a while.

Changed your address? Register it with your Foreman.



The eight months old bouncing baby boy of Billy Christmas of Division One, Mechanical. Billy says he caught this picture on the second bounce.

B. E. Bremm has moved into another house and has promised the boys an invitation to a house-warming. At least, they expect to get him to promise.

The night mechanics are thinking about having relief watchman Tom Eddy bumped off Every time he comes here he brings the rain with him.

M. G. (Call me Mike) Belden is going rabbit hunting. According to Mike it will be a regular Waterloo for the bunnies when he cuts loose.

DIVISION TWO

Watchman M. B. Madden has returned to the train service at Division Four and has been succeeded by Mr. Floyd Monnier, an old-time Division Two trainman.

George Ramsey has traded his little Chevy off and now sports around in a real Dodge car—says it's cruising speed is 65 miles per hour.

P. W. Brown is again back in Vernon Yard helping his old team-mates. Says there is just one place to work that suits him better than Vernon and that is Old Division Two.

The Watchmen's houses have recently been painted and look fine.

Our General Foreman W. T. Brown spent the week-end on one of his periodical mountain trips. Must like it up there. No wonder—no street cars for him to see and worry about.

You know Sam Cohn has two sons-in-law and always said they are good boys. Now one of them, Jesse Smith, who has a garage and repair shop, is overhauling Sam's car, but Sam has to pay the bill. How much longer will Jess be a good son-in-law?

DIVISION THREE

Fred Keller is back with us again. Glad to be back, he says.

Sam Rosnick says some Governors sure are hot to the touch, if attached to a street car.

G. Treneer, our political advisor, is all smiles now since the election.

Anyone with a real city guide, please see Chester Binkiewicz. He spends much

of his time wating on the wrong corner for a Number 5 car.

Ed Muse claims a cat scratched his nose. Maybe so, but it looks bad.

D. Dickenson says he's sold on his new flivver. Johnny Sotelle is thinking of a new car or else a tow car for his Studebaker.

J. P. Smith and M. V. Lehman are the boys whom you see on days now. Glad to have you, boys.

DIVISION FOUR

Foreman W. W. Aldrich spent an enjoyable week-end at Big Pines. He reports some snow and zero weather.

The season is over for our league softball team and although no pennants were won this year, the boys feel confident that next year will tell a different story.

With so many cars being transferred, due to the reconstruction program, everyone has had to "brush up" on their alphabet. There are six different types of car bodies at this division at the present time.

We have been informed that Barney Raley, one of our few bachelors, has at last weakened and will be married within the next few weeks.

We are glad to hear George Lendy's wife is home after a major operaiton at the Methodist Hospital. We wish her a speedy recovery.

DIVISION FIVE

It's pretty hard to find any "sunflowers" at our place since the election.

Jack Hawthorne, after due consideration, decided that he wanted to work nights again and worked up a trade with Fred Yenour to try it out for six months.

Fred Keller has been transferred to Division Number Three in order that he might be closer home. His place on the Day Shift is being filled by George Bosler from nights. La Verne Ferguson of the South Park Shop is filling Bosler's place.

"Pop" Smith wanted a new pair of pants so the other morning when he went to bed he put his lighted pipe in one of the pockets and folded the pants nicely over it and then went to sleep: It worked. His wife, just to prove to him that pants were hard to get, made him sit around in the house the rest of the day in his shorts.

George Praker worked on car 1268 the other day for twenty minutes and he couldn't get it to move so he sent his pardner for the Wrecker. After the Wrecker arrived George happened to THINK that he hadn't tried to move it with the overhead in the "ON" position.

Andy Duncan and Ed Hess had a hurry up call to Vernon and Hoover the other afternoon for "Car 937 E. B. one complete fender on account of missing." They met the car at the intersection, broke all known records with their marvelous speed at changing fenders, because they had been going to school. Shouting OK to the motorman, who blinked his eyes in astonishment at such a display of super-human speed and skill, they made a spectacular run back to the Car House. Imagine the train crews embarrassment, though, when they got to the end of the line and found the fender still missing on the other end of the car. Does that take some explaining?????



F. F. ROBEY

DIVISION ONE

Jim Kennedy paid up all his election debts.

We have a report from Jim Griffith. Jim is very contented on his ranch near Perris. All he has to do is to feed his chickens, milk one cow and then sit down and rest under some pepper trees.

Our friend "Chris" Christopherson, formerly Division One Carpenter, pays us a visit occasionally. We are always glad to see you, Chris.

Al Foreman and Charlie Risco caught a 20-inch, in diameter, sting-ray while fishing a few weeks ago. Al considers himself a hero, because he stopped Charlie from killing it with a knife, which would have been very dangerous.

We extend our sympathy to Miss Geta Mays in the loss of her only sister, Mrs. Rosie Colman who passed away October 27, 1936, at Jacksonville, Texas.

Sparky Holloway received a new Argus candid camera for a present and is now receiving some candid remarks from the gang. Come what may, Sparky means to complete his rogues gallery.

Clay Heywood did a bit of scouting for the benefit of the Old Guard, and after watching the cribbage game, promptly pinned a red button on Harry Swartz. The Scotchman says it should have been a red necktie—pulled tight.

Moved recently? Register the new address with your Foreman.



ELECTRICAL



WALTER WHITESIDE

LINE

The day after election Ben Fulton carried a flag of truce with him wherever he went. When asked for an explanation he only stated that if the head men couldn't figure it out how could anyone expect him to do it.

Julio Linares, the Line Department's real aviator, wasn't satisfied with the traveling around town, and took a trip to Arizona over the week end. He reports a very enjoyable time. Anyone interested in a nice flying trip like this just see Julio and have him give you the low down.

Ray Kiddoo is very busy these days now that he has purchased a new home in Glendale, California.

Lloyd Yeager, Superintendent of Lines, spent a very enjoyable vacation on Santa Barbara Avenue.

Miss Lander's new doorman is none other than Leonard Brown.

Paul Maris recently visited his folks in Colorado. His father has been very ill with heart trouble but at the present time he is well on the road to recovery.

Some of the boys are wondering why there aren't any football pools this year.

Joe Marshall seems to be very studious of nights lately. How about Ninth and Spring, Joe?

Sam Underhill returned to this fair city with a nice 225-pound buck. One thing about Sam is that he always brings home the goods, and also he is very generous; he allowed Heinie to touch the deer so that if Heinie ever saw one he would know what it would look like.

During the past month Leonard Brown, Tom Psaras, and C. G. Hunter had to take time off due to illness.

J. M. Caviedes who has ben off work since he broke his leg last August 9, has been progressing very well, but the other day while riding a streetcar to visit the doctor, the car was involved in an accident and Jim was somewhat shaken up and received slight injuries.

SUBSTATIONS

Vacations are over, the election has been settled, even if there are still plenty of arguments and Thanksgiving is upon us, the members of this department wish to remind everyone to do their Christmas shopping early.

C. W. Fancher, being a lover of birds and animals often visits various pet shops throughout the city. One day recently when he was at one of these pet shops he was feeding a skunk who evidently didn't enjoy the kind of food C. W. was feeding him as he (the skunk) bit his finger.

The proudest and happiest man in the department is none other than H. W. Winkler who was the first person in the city to receive delivery on the new 1937 Chevrolet. In fact, he planned the delivery to coincide with his days off so that he could start breaking it in right away.

Evidently our city fathers believe that the members of this department are very capable in weighing evidence as I. J. Booth, W. Drummond, and W. R. Pollard have been called to answer for jury duty.

During the past month F. H. Allfie and Eugene Brox had to take a few days off to illness.

ELECTRICAL CONSTRUCTION AND BONDING

The only news released by this department during the past month is the fun the boys are having ribbing the new man Reginald (Reggie) Walton who is a transfer from the motor coach company.



F. ARLEIGH FRAZIER

The rabbit hunting party of the twenty-fourth and twenty-fifth of October was made up of W. Whitaker, N. Paget, L. Buhrman and Tom Smith. Setting out to get the limit and being assured by Mr. Paget that they did, this write-up was going to lay out the "well done," boys, in great style 'til a little sleuthing uncovered the doleful fact that "their" limit was two rabbits shot by Smith. Paget did bring home something different—one long black and blue arm.

Illness is keeping O. Rivers and E. C. Smith at home.

Roy Blaize traded his 1927 Chrysler for a 1928 Willys-Knight. For a good trade he'll see you at noon for your proposition.

Another new carpenter—J. C. Stone. Preferring to be a rancher instead of truckman, Frenchy Martineau has resigned to take care of his ranch in Escondido, California.

E. J. Lindy has a 1936 V-8 that he doesn't think much of since election.

Fred Andrus traded his old car and is now a booster for the new Chevrolet.

Bill Leisure wrecked his old Chevrolet and traded it in on a new one.

The South Park Basketball team was beaten 21 to 13 their first game due to football tactics.

Ben Francis is home from the hospital and getting along very nicely, which we hope will continue to a complete recovery.

Bradley predicts a good Thanksgiving dinner due to placing three dollars at 1 to 4 on the election.

Our sympathy goes out to those who mourn the passing of Joe Rizzo, one of our painters.

Another who is choosing ranching as his daily work is Joe Geiger who resigned this last month.

Due to some fine strategy on the part of our Governor he "almost" has the Truck Shop signed up 100 per cent. C. E. Edwards accomplished his goal of being the last to sign up.

And again the season of turkeys, cranberry sauce, plum pudding, pumpkin pie, et cetera, is here much to the glorification of food for our pleasure. May this Thanksgiving be a happy and bountiful one for you and your family is the sincere wish of your correspondent who in turn gives Thanks to God, for all His goodness to us.



H. I. SCHAUBERT

The Track Department extends its sympathy to the family of Cal Simmons, who died recently following a long illness.

Charlie Fields, a former switch repairer, also passed away about a month ago.

Marcello Saiza, first baseman for the Vernon Yard team, has been playing in hard luck. He had only been working a few days following his recovery from a broken foot when he was struck by a street car. He suffered a concussion and several bad head lacerations which confined him to the hospital for some time.

The Vernon Yard basketball team, headed by Manager Caryl Thompson, is off to a flying start following their recent win from Division Five. Hopes are high in the Track Department for the acquisition of the championship trophy. It would make a fitting companion for our recently acquired baseball trophy which glistens on its pedestal in Vernon Yard office following the removal of George Ferguson's loving finger prints.

The recent well attended barbeque in Vernon Yard perhaps gave our new president, Mr. Storrs, a false impression, as all the boys showed a surprising ability in disposing of the task at hand. His observations were somewhat limited, however, as he held his own, bite for bite, with some of the Track Department's best barbecue devourers. His complimentary remarks following the dinner regarding track conditions were well received by the men and he is assured of a hearty welcome any time he is able to attend.

"Mac" Cavanaugh exercised the privileges of a Past Commander by refusing to march in the Armistice Day Parade. He is just another old vet with sore dogs now.

It is not new to hear of a girl going "boy crazy" but when an entire gang of carpenters get that way it's news. Otto Johnson's gang, consisting of O. W. Wibe, C. T. Traywick and Dorsey Fullbright have all been made over by their wives, into proud "Boy Poppas," within the last two months.

Walter Whiteside reports that B. H. Eaton's recent foot injury did not result from an occupational accident on the Broadway job. He claims it to be the aftermath of unbridled feelings which were unleashed on his radio while listening to election returns.