

TWO BELLS




TOKENS FOR TRANSPORTATION

How tokens are counted and general fares handled,
disclosed in interview with our Treasury Department.

(Story on Page 3)

Photo by Howard Jones, Staff Photographer



TWO BELLS

Published on the First of Every Month for the Employes by the Los Angeles Railway

FRANK C. LYDIARD, Editor

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Volume 18

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Number 2

IN OUR NOTE BOOK . . .

We've discovered an artist—or is a cartoonist an artist? We've heard them called lots of things, but at any rate, whether he be animal, vegetable, or mineral, we're presenting him to you this issue and hope to give you more of his drawings later on.

His name is Guy Gifford and he's a Conductor out of Division One. At one time on the staff of a national magazine, Mr. Gifford, whose gifts as a caricaturist are exhibited elsewhere in this issue, has had numerous sketches accepted by various publications. He's planning on making regular trips about the Company in search of further material.

We think Mr. Gifford's drawings will be enjoyed by our readers, but if you're vain, look out for him—he won't improve your looks any!



One more reminder—if you didn't vote at the August Primary or November 3 General Election, you will be unable to vote again until you re-register.

It is necessary also to re-register if you have moved since those elections.

To be eligible to vote on May 4, register at 242 South Broadway between March 8 and 25.

To help you dispose of your guitar, or rent a house, or buy a dog, Two BELLS, beginning next month, will inaugurate a page of classified advertising for employes.

With 5,000 potential buyers and sellers in our company, we believe that a "Market Place" in Two BELLS will prove valuable to any of us with something to buy, sell, or exchange.

Only employes may use this service, for which there will be no charge. As space is limited, keep your ads under thirty words. Ads will run for one month at a time and will be printed in the order received.



Another new feature of Two BELLS, beginning with the March issue, will be a "Question Box" department. Any questions having a general interest and bearing on the Railway's personnel, history or operation may be submitted.

Questioners whose inquiries do not fall in this category will receive replies by mail.

It's possible we'll have to page those knowitalls, the editors of that popular book, "Ask Me Another" now and then but your queries and their answers will be published promptly.

Much could be said of Edwin C. Williams, former Superintendent of Division One, whom we lost February 10, but no greater testimonial could be paid any man than the manner in which his passing was taken by those formerly under his direction.

Known affectionately as "Eddie," Mr. Williams has for years past proved himself a



Edwin C. Williams

friend of patience and understanding to his fellow workers, whose feelings of personal loss reflect the attitude of all of us who came in contact with him.

Mr. Williams was born in Missouri, March 20, 1881, and is survived by his widow, four daughters and three sons. Employed by the Railway as a Conductor in 1903, various promotions in the intervening years brought him in 1917 to the position of Division Superintendent.



Looking Over the Treasury Department

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The Second in a Series of
Company Tours



Above—Collis H. Holladay, Treasurer. Above right—Money Bureau, where day's receipts are counted.

of Valuations and Taxes. Activities of these various divisions will be gone into later in the article, but first we want to tell you about the men in charge of this work:

Left, above—S. J. Nock, Secretary and Assistant Treasurer. Right, above—R. C. Ashworth, Valuation Engineer and Tax Agent.

THE second in our series of Company Tours found us seeking entry to the Treasury Department. Having satisfactorily established our credentials with the guardians of the portals, we were admitted and permitted to view the functions of this important department which receives the dollars and dimes; nickels, pennies and tokens exchanged by riders for our services.

In addition to the Money Bureau and Cashier's Bureau, the Treasury includes a third major Bureau; that

Heading the department is Collis H. Holladay, Treasurer, nephew of Henry E. Huntington, the founder of the Railway. Mr. Holladay, who came with the Company in 1932 as Budget Engineer, and held that position until his recent appointment as Treasurer on January 1, 1937, is the only representative of the Huntington family at present actively engaged in the Railway's operation. For ten years Mr. Holladay was with the Engineering and Construction Department of the Southern California Edison Company. He is a graduate of Harvard

University (Engineering School), past president of the local Harvard Club, married, and has a three and one-half year old son. Among his relaxations he numbers swimming and badminton. He is likewise interested in machine work and woodturning, having fitted up a workshop at his home where he turns out products of the drill, bandsaw and lathe.

Mr. Holladay reports no particularly exciting highlights in his life to date, with exception of one occurring a number of years ago which should be sufficient to last for some

years to come. Waiting on a San Francisco corner to join his unit in a wartime parade, Mr. Holladay was tempted to sit on a satchel near him which somebody had evidently lost in his progress through the crowd. He curbed the impulse, however, and, his group finally appearing, had just swung off the curb into line when a reverberating explosion rent the air and the innocent satchel burst into hundreds of pieces, killing a number of people and placing the much publicised Preparedness Day bombers behind the bars.

Native of England

Born in Staffordshire, England, S. J. Nock, Secretary and Assistant Treasurer, made stops of varying duration in Canada, Buffalo and Pittsburgh before coming to the West Coast and becoming associated with the Los Angeles Railway in 1921.

While in Pittsburgh, Mr. Nock attended the University of Pittsburgh and held positions with the Jones and Laughlin Steel Foundries. First in charge of this Company's general books, Mr. Nock became Auditor in 1928 and Secretary-Treasurer in 1934. He is a long-time married man; has a daughter and a granddaughter. Likes dogs and stream-fishing—although he says it is not often that he is able to get his fill of the latter. Like Mr. Holladay, Mr. Nock enjoys plying the woodworking art, and is an enthusiastic gardener, raising many varieties of different shrubs and flowers at his home in Pasadena.

Mrs. Grace Pease and Miss Louise M. Hackborn handle all secretarial work and stenographic duties in the department apart from that incurred by the Valuation and Tax Bureau.



Top left—Thomas G. Duvall, Paymaster (at left) and Stanley Underwood, Assistant Cashier. Left—A. H. Charlton, Accountant and Franklin P. Snyder, Cashier (in foreground).

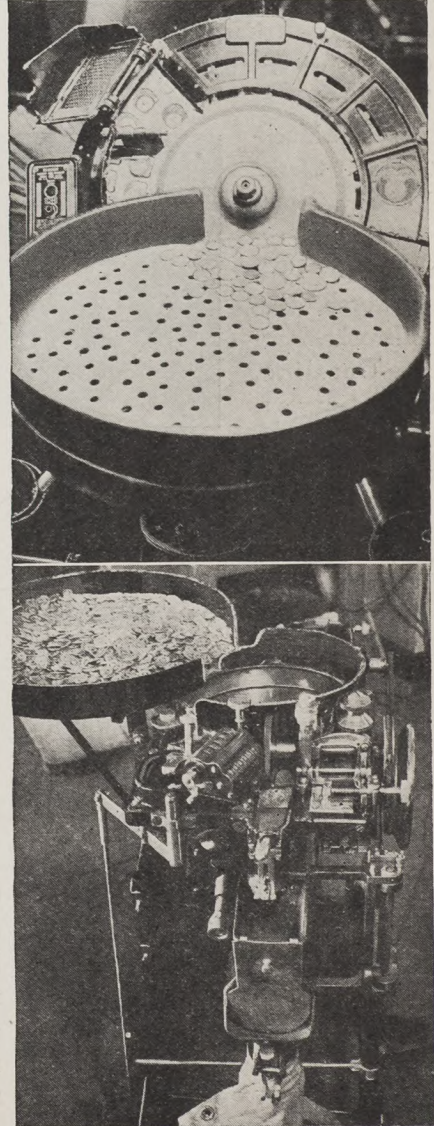
Below—left to right, G. E. Newton and H. E. King, Assistant Valuation Engineers.





Top, left to right, V. M. Muckenthaler, Clerk, C. C. Carrigan, Assistant to Cashier, and E. C. Fly, Chief Clerk.

Right—Coin counting machine which handles half dollars, quarters, dimes, nickels and pennies. Bottom right—Token counting machine.



R. C. Ashworth, Valuation Engineer and Tax Agent, has a background which includes construction work and employment with the California Railroad Commission as Assistant Engineer. He has been in charge of numerous public utility valuations, including the street railways in San Francisco, Fresno, Bakersfield and Sacramento. Mr. Ashworth has been with this Company as Valuation Engineer since 1913, being appointed Tax Agent, in addition to his other duties, in 1936. On various leaves of absence he has prepared valuations for several other electric railways.

Though both Mr. Ashworth and his wife are bridge fans and ranked by their friends as top-notch players, he is still a happily married man of many years standing!

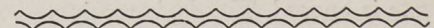
Golf Enthusiast

Going into the activities of the Treasury Department we come to the Cashier's Bureau manned by a staff of five men: Thos. G. Duvall, Pay-

master, Franklin P. Snyder, Cashier, Stanley Underwood, Assistant Cashier, A. H. Charlton, Accountant, and William Wells, Messenger.

Mr. Duvall comes from Maryland and divided his attentions between railways and banks before becoming connected with this Company twenty-one years ago, having been previously employed by the Norfolk and Western Railway, the Lakeshore and Michigan Southern, a bank at Nogales, Arizona, and the Southern Pacific at Mexico. Arizona.

Though not large, Mr. Duvall swings a mighty golf club—recording an 81 on his last effort. He is unmarried and considered a highly estimable man by his associates but for one thing which we are told he persists in in the face of public condemnation: It is alleged that his choice of cigars is very questionable and under no circumstances will he listen to advice on the subject.



Among duties handled by the Paymaster are: Preparation of pay checks for executive officers and executive staff; making advances on salaries to trainmen on receipt of properly authorized requests; the signing of all employes' checks by Mr. Duvall—his signature is affixed last to the checks which already bear the name of Collis H. Holladay, Treasurer. Further activities of the Cashier's Bureau include the handling of all accounts receivable, and the receiving of money paid for coach tickets and tokens received by trainmen.

We arrive next at the Money Bureau, where daily sixteen chests are received from the various Divisions and their contents counted and delivered to the banks.

Twelve employes are on duty here headed by C. C. Carrigan, Assistant to Cashier, whose force is made up of E. C. Fly, Chief Clerk; V. M. Muckenthaler, Clerk; and Money Counters Marjorie Bowden, Dorothy Belt, Elsie Burch, Virginia Brooks, Margaret Gorsline, Lillian Guyer, Dorothy Schultz, Gertrude Walter, Dorothy Brewster.

Following the course of Company revenue from the fare box to the bank we see this procedure: The trainman makes out a slip accounting for his day's receipts, placing this with the money in a sack (which contains a separate token sack) furnished him by the Division Clerk and standing by while this is dropped in the Division safe through a funnel-shaped opening in the top. Next comes the armoured car which is to transport the money to the main office. The driver of this car has a key to the door of the safe, the Division Clerk another key as well as the combination—thus, making it necessary for both men to be present when the safe is opened. The day's receipts

are placed in large steel boxes which are then sealed and remain so until their delivery at the Money Bureau.

Receipts Counted

The sacks are opened by lines; a girl removes the trainman's slip and checks it with the amount of currency and tokens in the sack, then takes out the token sack which she empties into the counting machine pictured elsewhere in this article. The sack, now containing all silver and pennies, goes to another girl who checks the slip with these coins; empties the sack, turns it inside out to be sure no coins are remaining inside, and puts the money into a coin counting machine which, like the token machine, records the number of coins and the amount in dollars. When the large bags (into which the coins drop after being counted in their separate denominations) contain the

makes a notation on the slip of an over or a short. The slips go to the Auditor's office and are compared with the trainman's trip sheet. In nearly all cases, of course, the slips balance with the amount on the trip sheets, but where they do not, slips are sent to Division Superintendents for adjustment with the trainmen concerned.

Machines Reduce Errors

We are told that with the installation of the Money Bureau's four coin machines, four token machines and one recounting machine, the percentage of errors has been reduced so radically from the old style of hand-counting that it is very rare when a day's receipts do not balance up properly. In the few cases where this has happened, the mistake has been traced to an error outside the Money Bureau; frequently due to someone's

poor penmanship in making out his receipts slip.

In the Valuation and Tax Department, H. E. King and G. E. Newton, as Assistant Valuation Engineers, and Dorothy Hansen as Secretary, assist Mr. Ash-

worth in the Bureau's functions.

Organized in 1923 for the valuation of company property in connection with the joint report of the California Railroad Commission, the City of Los Angeles, our Company, and the Pacific Electric, the Bureau has been continued to the present time. Thus, the valuation of the Company has been kept current and this division of the Treasury Department has furnished information for regulatory bodies from time to time wherever the cost of the property was involved. Also made here are engineering estimates of the quantities concerned in retirements.



Left to right—Grace Pease, Louise Hackborn and Dorothy Hansen.

sum required by the Federal Reserve Bank for deposits of this kind, the machine is automatically stopped and the bags replaced with others. The full bags are taken to a recounting machine where their contents are tallied once more to insure against error.

Double Check Necessary

To go back for a moment: If the girl we just left at the coin counting machine finds that there is a discrepancy between the amount mentioned on the trainman's slip and the amount recorded by the machine, she must call one of the three men mentioned before who are supervising counting operations, in order to secure his okay before she

Since 1935 all matters in connection with Ad Valorem taxes have been delegated to this Bureau. It also handles everything pertaining to the licensing, fees, taxes, etc., in connection with our automotive equipment, and acts in an advisory capacity in regard to other taxes.



William Wells, Treasury Department Messenger.

... And so we finish with the Treasury and hope you'll be with us next month on our visit to another department. If there is further information you would like on any department discussed in Two Bells, drop a line to the "Question Box" being installed next month and we'll try to answer them for you.

Do You Know—

That in the year 1212, an extraordinary army of 20,000 children set out to do battle against one of the most powerful fighting forces in the world. Known as the Children's Crusade, the army was led by a boy named Nicholas. They set out to recapture the Holy Land from the Saracens but the greater number of this remarkable band fell by the perils of the wayside, and very few arrived home safe and sound.—*Pennyfare.*

News of L A R Y Sick Folks

By R. A. PIERSON
Superintendent of Personnel

During the month of January, there were 17 employes confined to the California Hospital, which represents 109 hospital days. The cost of the hospital service was \$939.00.

In checking the sick list for news for this issue of TWO BELLS, we find over 75 per cent of the illness due to influenza and colds, and while the death rate has been low, there have been a number of employes who have been seriously ill when the "flu" developed into pneumonia. The most common expressions have been . . . "Have you had the flu?" and "Oh, my, but I'm weak." With all the increase in the amount of sickness, the hospitalization remained about the same. However, the cost for medical care of employes was practically doubled over what it has been, and while there is a gradual improvement there are still a great many on the sick list.

Naturally, the Sickness and Accident Insurance indemnity payments increase in proportion to the medical cost, and during the month of January over \$6,500.00 was paid in claims to 326 employes.

We regret to report the deaths of four employes during the month of January, and the deaths of the wives of two employes. The employes who died were all covered under our Group Life Insurance Policy.

Obituary

John Arthur Harder, Motorman Division Five, died February 3, 1937. He was born in Menomina, Michigan, September 24, 1910, and entered the service of this company as Motorman at Division Five November 19, 1936. He is survived by his widow.

Frederick Elliott Dudley, Special Duty Car Repairer at Division Five, died February 3, 1937. He was born in New Haven, Connecticut, March

24, 1876, and entered the service of this company March 25, 1916. He is survived by his widow and son.

Mr. Dudley was a member of the Palestine Lodge, No. 351, F. & A. M., Los Angeles.

Pierce Stanton, Watchman in the Way and Structures Department, died February 4, 1937. He was born in Covington, Kentucky, April 20, 1868, and entered the service of this company as Watchman June 16, 1926. He is survived by his widow. He was a member of the Thirty-second Degree Masons, Grotto.

George Woodbridge Reckard, on the Pension Roll, died February 17, 1937. He was born in Marietta, Ohio, March 8, 1850, and was employed as Pattern Maker in the Mechanical Department, March 30, 1904, and placed on the Pension Roll April 1, 1927. He is survived by his widow.

Robert Clark Jones, on the Pension Roll, died February 4, 1937. He was born in Wooster, Ohio, April 1, 1852, and entered the service of this company as Carpenter June 15, 1903, transferred to Car Trimmer November 1, 1910. He is survived by a daughter.

Eva Inez Highbaugh, Car Cleaner, Division One, died January 30, 1937. She was born in Indianapolis, Indiana, July 1, 1890, and entered the service of this company as a Car Cleaner July 16, 1929. She is survived by a niece.

APPRECIATIONS

Cards gratefully acknowledging and sincerely appreciating the kindly thoughts and expressions of sympathy extended them during their recent sorrow, have been received from:

Mrs. E. C. Williams and family; Mary L. Parvin; Mrs. Pierce Stanton; Mrs. Henry Lane and son; Mrs. R. W. Stevens and son, and P. W. Jinks and family.

Employes' Association and Management Negotiating New Contract

Newly Elected Employes' Representatives to Work with Governors

By Board of Governors, Transit Employes of L. A.

AT a regular meeting of the Joint Committee on Feb. 11, the Los Angeles Railway Corporation and the Los Angeles Motor Coach Company accepted a proposal made by the Transit Employes Association to enter into negotiations for a contract covering hours, wages and other working conditions. A bulletin was immediately posted announcing this; another was sent to the home of each employe outlining the general procedure to be followed in the negotiations.

To the Board of Governors this was the successful result of long and diligent effort. For a period of over two years the Board has been consistently attempting to convince the Managements of the two Companies that a written agreement affords a common ground upon which grievances can be ironed out to the mutual satisfaction of both parties.

Problems Discussed

Upon the appointment of Mr. Lucius S. Storrs as President, we requested and received an audience with him to discuss the problems of collective bargaining. Mr. Storrs suggested that a Joint Committee be formed to meet once each month to take up all matters pertaining to employer-employe relations. Believing this to be a forward step in the solution of our problems, we accepted this proposal immediately. Mr. Storrs appointed Mr. C. E. Morgan, Manager of Operations, and Mr. J. Stuart Neary, Executive Assistant, to represent the Companies on the Joint Committee. The Board of Governors met with these representatives in December and submitted many matters for consideration.

At the January meeting of the Joint Committee, we requested that the Companies enter into a written agreement as a basis for the future work of the Joint Committee. Mr. Neary and Mr. Morgan agreed to take the matter up with the Managements and give an answer at the February meeting. The answer was favorable.

Seek Satisfactory Agreement

Mr. Neary, in accepting for the Managements, stated, "These negotiations can be entered into immediately. The Companies are not entering into these negotiations with any preconceived ideas. The negotiations are wide open, and every phase of the contract will be considered on its merits, freely and openly. It is our hope that this agreement will form the basis of a permanent and lasting understanding, to be changed periodically as conditions change. The Companies are entering into these negotiations sincerely and honestly, and will go as far as they reasonably can to make them successful. The employes must negotiate in the same spirit, honestly and sincerely attempting to arrive at a mutually satisfactory working agreement."

In order to facilitate the negotiation work, Mr. Neary and Mr. Morgan appointed Mr. E. E. Kenway, Supervisor of Employment, to act as their representative. Mr. Kenway is to be available at all times to confer with representatives of the Transit Employes.

To better acquaint our fellow workers with the attitude of the Companies, we requested that a member of the Joint Committee representing

the Managements attend our meetings to be held during the following week. Mr. Morgan and Mr. Neary agreed, and one or the other was present and spoke at each of the meetings.

The Companies have agreed to this. Now it is up to us to produce a contract that, in its final form, will work to the mutual satisfaction of all. The Transit Employes Association will represent every employe of each of the Companies whether he or she is a member or not. It is a big job and cannot be done by the Board of Governors alone. At the meetings held during the week of February fifteenth to twentieth, you elected Representatives to work with your Governors in these negotiations. Don't stop there! Let your Representatives know what you want. Offer helpful suggestions. It is only through getting all the facts that we can hope to draw up a satisfactory agreement.

In order that you may know who to contact with your suggestions, a list of those elected, together with the groups they represent, follows:

DIVISION 1--Trainservice

D. E. Fletcher.....Governor and Chairman
J. S. Singer.....Committeeman
A. J. Thomas.....Committeeman
L. G. Nethersole.....Committeeman
C. H. Duncan.....Committeeman
A. J. Rosenstein.....Committeeman
C. W. McGehee.....Committeeman

DIVISION 3--Trainservice

W. H. Hollenbeck..Governor and Chairman
W. T. Russell.....Committeeman
H. T. Parks.....Committeeman
H. W. Gilmore.....Committeeman
J. W. Kasbeer.....Committeeman
W. H. Porter.....Committeeman

DIVISION 4—Trainservice

- S. T. Cooper.....Governor and Chairman
- J. Cresto.....Committeeman
- V. C. Prettyman.....Committeeman
- J. H. Walker.....Committeeman
- R. L. Stanford.....Committeeman
- W. Light.....Committeeman
- W. W. Warren.....Committeeman
- H. W. Nelson.....Committeeman

DIVISION 5—Trainservice

- K. E. Sloan.....Governor and Chairman
- W. A. Cobb.....Committeeman
- H. Cannon.....Committeeman
- A. Casey.....Committeeman
- R. C. Hoyle.....Committeeman
- A. A. Burligame.....Committeeman
- W. Lane.....Committeeman

L. A. RAILWAY COACH DIVISION OPERATORS

- A. J. Grode.....Governor and Chairman
- W. W. Cook.....Committeeman
- B. C. Elsworthy.....Committeeman
- R. L. Griffith.....Committeeman
- F. L. Shafer.....Committeeman
- R. C. Tagney.....Committeeman

L. A. MOTOR COACH WILSHIRE DIVISION OPERATORS

- N. L. Clark.....Chairman
- J. B. Atchison.....Committeeman
- S. Burke.....Committeeman
- J. M. Friel.....Committeeman
- P. C. Jones.....Committeeman
- R. I. Woodrow.....Committeeman

L. A. MOTOR COACH VIRGIL DIVISION OPERATORS

- R. D. Crandell.....Governor and Chairman
- E. M. Underwood.....Committeeman

- R. Railsback.....Committeeman
- H. Hartman.....Committeeman
- H. A. Atkins.....Committeeman
- T. G. Scott.....Committeemen

L. A. MOTOR COACH VIRGIL DIVISION MECHANICAL

- E. Williamson.....Governor and Chairman
- George Clink.....Committeeman
- George Olinger.....Committeeman
- J. J. Cull.....Committeeman

DIVISION MECHANICAL

L. A. RAILWAY

- G. F. Treneer.....Governor and Chairman
- Committeemen:*

- A. Reed.....Division 1
- J. H. Marsden.....Division 1
- D. E. Douglas.....Division 1
- H. Wescombe.....Division 3
- B. Walters.....Division 3
- A. Dickinson.....Division 3
- G. Smith.....Division 4
- G. Lendy.....Division 4
- N. White.....Division 4
- W. A. Elmblad.....Division 5
- V. G. Allen.....Division 5
- D. Yates.....Division 5
- W. P. Beck.....Street Inspectors

SOUTH PARK SHOPS

- S. C. Kriewald.....Governor and Chairman
- Committeemen:*

- C. E. Green.....Dept. 6
- R. H. Frampton.....Dept. 6
- C. F. Thun.....Dept. 8
- W. M. Davis.....Dept. 8
- W. E. Reed.....Dept. 9
- J. H. Gudelman.....Dept. 10
- L. A. Taylor.....Dept. 11

- T. Black.....Dept. 11
- G. A. Yale.....Dept. 12
- J. Knight.....C. Inspector

WAYS & STRUCTURES DEPT.

- C. S. Smith.....Governor and Chairmen
- Committeemen:*
- A. Curfman.....Welding
- S. Homer.....Welding
- W. J. Fisher.....Switch Rep.
- M. Cass.....Carpenters
- L. F. Robinson.....Truck Drivers
- L. L. Schmidt.....Shop Crew

SUB-STATIONS

- P. T. Klingelsmith.....Governor and Chairman
- G. G. Cox.....Committeeman—Sub.
- F. Maloney.....Committeeman—Elec. Const.

LINE DEPARTMENT

- Ben Fulton.....Governor and Chairman
- E. A. Laycox.....Committeeman
- J. R. Marshall.....Committeeman
- A. J. Urban.....Committeeman
- J. W. Jack.....Committeeman
- H. Zehner.....Committeeman
- P. Maris.....Committeeman
- N. Lacasello.....Committeeman—Bonding

GARAGE

- H. Pauschert

OFFICES

- F. W. Mellentin.....Governor and Chairman
- W. J. Born.....Committeeman
- E. F. Cummings.....Committeeman
- G. Sorenson.....Committeeman
- Guy Campbell.....Committeeman
- J. A. Craig.....Committeeman
- H. Petrie.....Committeeman

FLYING CLUB ANNOUNCES CONTEST WINNERS

Winners of the LARY Swift Flying Club Contest as outlined in January Issue of TWO BELLS:

First Prize: J. H. Brown, 9313 Otis Avenue, South Gate.

Second Prize: F. L. Ervin, Division Four.

Third Prize: H. A. Renner, Division Four.

Now for a slogan for the Club . . . and to the winner will go a ten hour solo course absolutely free. Anyone may enter this contest, and all slogans submitted become the property of the Club. The contest opens upon receipt of this issue of TWO BELLS and will close one month later. Sub-

SOLOS IN 3¾ HOURS



Mrs. D. D. Barricklow

mit your slogans to D. D. Barricklow, 5412 Denker Avenue, or Frank Ervin, Clerk, Division Four.

Of interest to all aviation enthusiasts is the announcement that Mrs. D. D. Barricklow soloed after only three hours and forty-five minutes of dual instructions. This is an accomplishment seldom equaled and the Flying Club is so proud that they offer five hours free flying time to anyone who can beat this record. The only provision the Club makes is that you have no previous instruction. We understand that Chas. Evans, Clerk, Division Four, says he can and is going to beat this record.

Several men from the Bus Division have appeared interested in the Flying Club. We would be very glad to admit new men from this Division.

"Unsolicited Testimonials"



Takes Issue with Columnist . . .

"Mr. E. V. Durling,
Care of Los Angeles Times,
Los Angeles, California.

"Dear Mr. Durling:

"A columnist has my sympathy in that he has to originate a column every day when as an actual fact, the wisdom of the average man could be easily compressed into a fifty word Night Letter. A columnist is very good at 'dishing it out' but he must be expected also to 'take it.'

"In an issue of the *Times*, either Saturday or Sunday, you stated that it was a shame that streetcar employes should be so deficient in manners and you could not understand how they continued to hold their positions, etc., citing two cases,—one where the motorman would not open the door for a passenger so that he could beat the signal, and another where a motorman told a male passenger to 'get on the back-end, you dumbbell.' In the first place there were probably several cars in line for the same destination and the combination motorman-conductor could possibly have had sufficient reasons for making time, about which we knew not. In the second place you probably were sitting in the front end, smoking a White Owl, and the dumbbell end of it was for the benefit of the fronted passengers but not for the disappointed passenger and can be charged to the Christmas spirit of bonhomie.

"The streetcar employes have always been a source of wonder to me, a streetcar rider. It seems as though it must take a very self-contained and innately courteous man to hold such a position—possibly a student of Emily Post's. Can you imagine yourself acting as a conductor in a rush hour, seeing that no one imposes an outlawed transfer on the company; issuing bus tickets, transfers; examining passes; accepting bus transfers which have about as much printing on them as the King James Version of the Bible; answering foolish questions, and not losing your temper, or not reaching for a short length of pipe and bashing some woman on the head, or attempting to hang yourself by the bell cord?

"Please leave my pet heroes alone and vent your spleen on the tunnel horn-blowers, and if this is not sufficient we will think up some more of our pet aversions."

HAROLD W. CREIGHTON,
837 Traction Ave., Los Angeles.

We're all Proud of The Service

Waited For This Rider . . .

"Just a note of appreciation. Last Tuesday morning (believe it was Tuesday) at approximately 6:15, I was most disappointed at just missing a north bound car on Vermont and Olympic intersection. Looking longingly after the Vermont car I noticed it had stopped again on the far side of the street and up a way. Thinking that something had happened to the car, I ran to get on before it would start again.

"Having boarded the car I was prompted to ask the motorman why he had stopped in that particular place and his answer was the following: 'I saw you coming and thought it was a pretty cold morning to wait for another car so I stopped for you.' This did mean so much to me as I was transferring to the bus at the end of the line and the bus, as you know, runs only every half hour.

"I do not know the motorman's name but I got his number from his cap which is 1695 (O. W. Lyford, Div. 5). This note to you is the only way I know to show my appreciation for his kindness and consideration to a member of the traveling public."

LETHA E. POINTER,
1046 S. Gramercy Pl., Los Angeles.

Credit Given . . .

"If one of your employes does something that we do not like we are generally very quick to report them. I feel that we should be just as quick to give credit when credit is due.

"The man that drove the Van Ness bus in the afternoons up until last Saturday night, No. 279, (J. B. Cannon) was always so courteous, kind, cheerful and polite that it was a joy to ride with him. There are four in our family that use this busline and we all feel that his service was way above the average. I know that we are not the only ones who feel this way about him. Everyone was sorry to see him go but we were all glad that he could get a better run.

"I thought you would be glad to hear this."

MRS. MARQUERITE B. COOK,
2407 W. 78th St., Inglewood.

"Valuable Conductor . . ."

"I wish to congratulate you on having such a valuable conductor as 1086 (L. F. Beeson, Div. 4). I live on South St. Andrews Place, and when I go down town I always ride on the street car. Yesterday morning when I got on the 'P' Car, No. 414, I was greeted most pleasantly by Conductor 1086 (a stranger to me). His friendly smile and pleasant manner, not only to me but to each and every passenger who got on, caused me to take notice as I was sitting where I could take it all in without seeming to see anything. I think a conductor like that deserves a great deal of credit. After all, a kindly smile, a pleasant attitude, are things that can't be bought and may help to lighten the burden of one less fortunate. God bless our conductors and motormen and may they all learn to radiate happiness, a friendly, kindly feeling to all mankind."

MRS. ELIZABETH PETTIT,
1402 S. St. Andrews Pl., Los Angeles.

"P.S.: I realize conductors have much that is unpleasant to contend with, and that is all the more reason the conductor who in the face of all of that can be pleasant and kind should have extra credit given to him. Thank you."

Purse Returned . . .

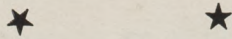
"This letter is being written to express my appreciation for the return to me of my purse which I lost on the 'W' car line on the afternoon of Saturday, January 30, 1937.

"Mr. E. Cox (Div. 3), the conductor of the car on which I left my purse, has proven himself to be honest and trustworthy by his sincere endeavor to return the purse to me. I would also like to commend him for his courteous treatment to the passengers on his car. It is especially outstanding.

"To the Los Angeles Railway Corporation officials I wish to express my appreciation for their having made it possible for the riders of the cars to feel that they are receiving such honest, dependable service."

KOR DE TROTTER,
5923 Monte Vista, Highland Park.

That Mean Something . . .



These Riders' Fares Purchased

Number "2" Line . . .

"Would like to especially thank the following trainmen on No. 2 Line for their great kindness and care in assisting me in every way possible on my daily trips on the cars they are on:

- "**Conductor G. T. Bucher** (Div. 4)—on my morning car. He is very kind and helpful.
- "**Conductor W. C. Wagoner** (Div. 4)—on Tuesday mornings.
- "**Conductor C. C. Dalzell** (Div. 3)—go down with him on Sunday morning.
- "**Conductor T. O. Latham** (Div. 4)—and also his
- "**Motorman F. W. Preston** (Div. 4)—with whom we generally come home on Sunday after church.
- "**Conductor J. F. Taylor** (Div. 4)—on evening cars on week days (very kind and helpful).
- "**Conductor G. D. Hibbs** (Div. 4)—on evening cars.
- "**Motorman C. R. Unholz** (Div. 4)—
- Conductor M. B. Buechert** (Div. 4)—on evening cars—very kind and helpful.
- "**Conductor E. L. Dillard** (Div. 4)—on evening cars, and
- "**Motorman W. W. Erickson** (Div. 4)—"Their courtesy is much appreciated."

ELLA M. KENNEDY,
3724 N. Griffin Ave., Los Angeles.

Advanced 1/2 Fare . . .

"Saturday morning, February 6, I boarded one of your buses at the end of the line and discovered that I had left my change at home. The driver, Cap No. 251 (**P. E. Schwartz, Florence-Soto**) advanced me 5 cents and I had 5 pennies with me, which paid my fare. I promised him I would send the other 5 cents in to the office. This meant a whole lot to me and I think the young man should be commended for his kind act. I appreciate it more than words can express, for it was pouring down rain and I was not prepared for it.

"Thanking him again and complimenting you upon having such a good employe."

MRS. EDNA BRISTOL,
1601 E. 82nd Pl., Los Angeles.

Package Returned . . .

"I want to tell you how I appreciate the kindness of your bus driver No. 200 (**H. A. Koll, Eagle Rock Bus**) on the line between the 'W' car and Glendale. I had left a package on the bus and he was thoughtful enough to stop at my home that evening and return it. He wouldn't take a thing for his kindness and the least I can do is to tell you what a fine man I think he is."

MRS. R. M. FRIEDMAN,
1579 Oak Grove Dr., Eagle Rock.

Courtesy Appreciated . . .

"I want to speak a word of praise for the courtesy shown by Conductor on Car No. 834 (**A. L. P. Weld, No. 406, Div. 1**) 'J' car (10:30 o'clock Wednesday night) on which I was a passenger. Might other conductors exercise his method of courtesy and kindness to fellow riders, perhaps it would radiate good cheer and a willingness from riders to co-operate with LARY 100 per cent.

"Yours with the wishes for more conductors like 834 'J' car."

MRS. CHAS. VON KAMPEN,
8432 Virginia Ave., South Gate.

Recovers Shoe . . .

"This afternoon as I boarded a trolley on Pico I caught my slipper heel on the step of the car. My slipper rolled out into the street, leaving me standing barefoot and most embarrassed.

"Conductor 605 (**J. H. Taylor, Div. 4**) left his car, got down, rescued my slipper from traffic and very kindly held the car until I could replace my shoe. Being not so young and rather fumbly I held up his car perhaps a couple minutes. He was kindly, courteous and a pleasant little remark put me quickly at ease. I appreciate this. It compared so strikingly with the harsh and indifferent manner of a conductor on the same line the night before when I asked a direction—his number I will not mention.

"The traveling public must often get on their nerves, but we appreciate courtesy—I'm taking this manner of thanking

Conductor 605 for being so nice to me."

MRS. VAHNITA VICK,
1728 W. 20th St., Los Angeles.

As usual we must regret that lack of space prohibits printing more letters. This month the following men have received commendations from riders:

CONDUCTORS:

F. S. Leon, Div. 3
E. J. Marceau, Div. 5
R. L. Churchill, Div. 5
J. T. Little, Div. 4
C. H. Deane, Div. 3
M. O. Brown, Div. 3
T. J. Hart, Div. 3
X. Bryan, Div. 5
C. T. Duncan, Div. 3
E. E. Hayes, Div. 3
C. R. Cooper, Div. 3
H. D. Plank, Div. 4
G. M. Brown, Div.
L. B. H. Meek, Div. 3
G. L. Barron, Div. 5
W. A. Clark, Div. 3
M. D. Livingston, Div. 4
L. E. Forbus, Div. 5
C. J. Knittle, Div. 4
R. G. Monahan, Div. 3
H. A. Preston, Div. 4
E. E. Knoche, Div. 5
R. Williamson, Div. 1
J. W. Allen, Div. 3

MOTORMEN:

H. B. Moorman, Div. 5
H. R. Miller, Div. 3
G. M. Hull, Div. 3
C. A. DeGuire, Div. 5
R. R. Peterson, Div. 1
W. J. Barnard, Div. 3
S. L. Wickham, Div. 4
J. A. Hunter, Div. 1
J. P. Kennealy, Div. 1
W. Cox, Div. 3
R. L. Pennington, Div. 3

OPERATORS

A. N. Dalbey, Hollydale
E. F. Flanders, Wilshire
A. Bailey, Jr., Silverlake
Wm. DeGrey, Sunset
R. M. Mills, Sunset
G. B. Dossey, Wilshire
J. E. Long, Wilshire
N. A. L. Lucas, Melrose
O. L. Lohman, York

Moving Up!

Four Win Recognition Through Service to Company



L. L. Wimberly, Superintendent of Transportation.

Our new Superintendent, L. L. Wimberly, has been with the company since February 8, 1911, and received this latest promotion on February 8, 1937. Born in the state of Alabama, he came to California and joined the ranks of the Los Angeles Railway as a Conductor out of Division Four. He was appointed Assistant Foreman at Division Four in April, 1917; Foreman September 1,

1919, and Superintendent of Division Four in April 1920, which position he held until his recent promotion.

For relaxation, we understand that Mr. Wimberly gives vent to his emotions by rooting at baseball games—incidentally, he used to be a pretty good pitcher himself 'tis said. The general impression seems to be—“He’s a good scout . . . doesn’t say much, but when he does it has a kick behind it.”

W. H. Snyder, the new Superintendent of Division Four, who received his promotion on February 15, 1937, has proven popular with the men he has directed as Chief Supervisor since 1928, for his fairness, ability and co-operation. Superintendent Snyder was born in Iowa, came to California and took a posi-

tion as Motorman with this company on March 9, 1903. He was appointed Supervisor in 1915; became Assistant Chief Supervisor in 1923 and Chief Supervisor in 1928.

Mr. Snyder boasts of six children and three grandchildren, with one of his sons a star high school football player. He is chiefly interested in clearing blockades on street car lines—and playing with his grandchildren.

A popular and diligent worker, A. H. Warren received recognition on February 15, 1937, when he was promoted to the position of Chief Supervisor.

Mr. Warren was born in Missouri, and after coming to California was employed by this company as Motorman October 4, 1920. Since then he has been Temporary Supervisor, Reg-



Left to right—W. H. Snyder, Superintendent, Division Four; A. H. Warren, Chief Supervisor; S. J. Whitelock, Assistant Chief Supervisor.

ular Supervisor and District Chief Supervisor. A rumor is current among those Supervisors who work under him, that Mr. Warren has developed eyesight of the owl, due to his working nights so many years. Three children, including a set of twins, occupy much of his off-duty time, as do building barbeque fireplaces and demonstrating with New York cut steaks his ability as a chef.

Appointed to the position of Assistant Chief Supervisor on February 15, 1937, was S. J. Whitelock who has been with the company since 1921. Originally employed as a motorman, Mr. Whitelock has been Temporary Towerman, Temporary Supervisor and Regular Supervisor, holding the last position since 1923.

By nature serious, Mr. Whitelock has, nevertheless, created a host of friends for himself both in the company and in his outside contacts.

Giving his son Jerry boxing lessons and tinkering with his automobile take first rank with him as pastimes.

Now, If we only had some Indians !



Left to right—Beverly Jean Dodge, age five years. Orman Eddie Dodge, age one year, daughter and son of Conductor (Virgil Division) and Mrs. L. L. Dodge; Reese, age six, son of Motorman and Mrs. O. C. Adams, Division Five. Bottom—Billie W. Schmidt, eleven-months-old son of Conductor and Mrs. W. G. Schmidt, Division Five.

WE GUARANTEE THESE

They're Lifted from the Best Magazines

First Dumb Hunter: "How do you detect an elephant?"

Guide: "You smell a faint odor of peanuts on his breath."

Jane: "My Scotch boy friend sent me his picture yesterday."

Joan: "How does he look?"

Jane: "I don't know yet. I haven't had it developed."

The dog, says the dog lover, often fills an aching void. This is especially true of the hot dog.

Too Close

"Has your wife any distant relatives?"

"No. They have all come to live with us."

"Cashing a personal check is about the hardest thing in the world."

"Yes, indeed. People either don't know you well enough or they know you too well."

Sure Delivery

"Here, Tommy," called Mrs. Jones to her neighbor's little boy, "run along and put this parcel on the bus."

"Which bus?"

"Any bus," replied Mrs. Jones. "It's me husband's lunch and he works in the lost property office."

Trolley Flashes

"Would you care for a nice letter opener, Mister?"

"Don't need it, I'm married."

Democratic Propaganda?

A Sunday School teacher was trying to prove to her class of small boys the omniscience of God.

"Willie, who gives you the nice clothing you wore to Sunday School this morning?"

"President Roosevelt."

The teacher was surprised but tried again.

"Jackie, who gives you your meat, milk, bread and other things to eat?"

"Secretary Wallace."

The poor teacher was terribly upset. Things weren't going the way she intended but she tried again.

"Harry, who gives us the sun, the moon and the stars?"

"God."

She smiled at last but just then she heard Willie say to Harry, in a loud fierce whisper:

"Sit down, you dirty little Republican!"

Speed Fiend (as he slowed down a bit): "Whee! Don't you feel glad you're alive?"

Timid Passenger: "Glad isn't the word. I'm amazed."

News from the Clubs

AMERICAN LEGION AUXILIARY

Very impressive and instructive was the installation of officers of American Legion Auxiliary No. 541 on January 30, 8:00 p. m., at Patriotic Hall. Irene Burgoon, President of 17th District, was the Installing Officer, assisted by the 17th District Ritual Team. Installed to office were: Bettie L. Leasman, President; Mary Young, First Vice-President; Emma Marques, Second Vice-President; Roma Burgess, Chaplain; Roberta Coulter, Secretary - Treasurer; Clarice Plank, Historian; Elizabeth Hinson, Sergeant-at-Arms; Betty Roche, Marshal; Lucy Brooks, Amy Jackson, Murle Cotterly, Executive Women.

After the Installation Ruth Thomas, Americanization Chairman of Los Angeles County Council, presented and dedicated the National Colors to the Auxiliary. These colors were a gift from the County Council and were accepted by the President.

Among distinguished guests present were Mr. J. Stuart Neary, Executive Assistant of the Los Angeles Railway (Mr. Neary gave us a brief, but extremely interesting talk); Florence Dean, President, and Ila Neal, Sr., Vice-President of L. A. Auxiliary 904, V.F.W.

Presented to Bettie Leasman by Commander Lea Leasman, was a beautiful string of pearls and also a lovely potted plant from Florence Dean.

The attendance was not as large as it might have been, because of so much sickness. Our charter closed with seventeen members and we hope to double that number before the end of the year. Wives of men belonging to L. A. Railway Post 541,

OFFICERS INSTALLED



Reading left to right: Lucy Brooks, Executive Woman; Elizabeth Hinson, Sergeant-at-Arms; Clarica Plank, Historian; Merle Cotterly, Executive Woman; Roma Burgess, Chaplain; Bettie Leasman, President; Roberta Coulter, Secretary-Treasurer; Betty Roche, Assistant Sergeant-at-Arms. (Mary Young, First Vice-President; Emma Marquis, Second Vice-President; Amy Jackson, Executive Woman, and Marion Hobbs, Musician, were unable to be in this official picture due to illness.)

and mothers, sisters, and daughters are eligible. Meetings are the first Tuesdays and third Mondays of the month at Patriotic Hall.

AMERICAN LEGION POST 541

By R. H. MANNING, Adjutant

L. A. Railway Post No. 541 met in regular session Monday, February 15, in Patriotic Hall at 8:30 p. m. After the meeting we went to the dining room and had a meeting with the Auxiliary, the ladies serving cake and coffee.

Our good Comrade Chilcoat, of Division Five, was there for his first time but he says that he will be regular from now on as he didn't know

what he had been missing: Comrade W. W. Jones, of Division Five, says "double the order."

Comrade Roche acted as Chaplain in the absence of Comrade Myer, and did a fine job. Commander Leasman appointed several Comrades as chairmen on different committees. If any of you haven't been put on some committee, step up and let it be known what you would like to work on as there is plenty to be done. Serve now as you did in 1917-1918! If you haven't received your Legion Monthly, or California Legionnaire, and have changed your address, please advise us.

We will be looking for you Tuesday, March 2, at Patriotic Hall.

VETERANS' CLUB

S. H. DEANE, *Adjutant*.

We are sorry to note the passing of Mrs. Elizabeth E. Nichols, mother-in-law of Commander Barkley, who passed away February 17, 2:00 p. m. The sympathy of the entire Club is extended to Mr. and Mrs. Barkley and family.

* * *

There was a meeting of the Order of the Sword the twenty-second of the month of which I am unable to give particulars, as TWO BELLS had gone to press before that date, so will look to the future.

Comrades, keep this date in mind—Monday, March 22—the place, Patriotic Hall, 8:15 p. m. Regular meeting, initiation of new members, and entertainment are in store for those attending. The Commander has instructed me to extend an invitation to every employe of the Los Angeles Railway, regardless of whether they are eligible for the Club or not. Turn out and learn just what the organization stands for. See for yourselves what we mean when we say that it is based on friendship, and the effort is always made to make that friendship double-plus.

Let me remind you that payment of your 1937 dues would make the Finance Officer smile. So see your Division Commander as soon as possible, for we don't want to see Comrade Cooper going around all the time wearing a frown.

VETERANS' CLUB AUXILIARY

THERESA V. MADIGAN, *Secy.*

Now that TWO BELLS comes direct to your home, we do not want to hear that old excuse, "My husband failed to bring home a copy of TWO BELLS and I did not know the date of the next meeting." The Los Angeles Railway Veterans' Club Auxiliary will continue to meet on the fourth Monday of each month at Patriotic Hall.

In addition to this notice each member will receive a notice through

the mail. If you did not receive one for the February meeting, be sure to check up with your Club Secretary at the next meeting and see if your address is listed correctly.

Don't forget that the success of your Club depends on your attendance at meetings, so check the fourth Monday of each month on your calendar right now and make up your mind that you will attend every meeting.

ARE YOU AN ALIEN VETERAN?

If you are an alien, according to an article in *The California Legionnaire*, and served in the Army, Navy or Marine Corps of the United States during the World War, it is possible for you to become a citizen of the United States without the usual formalities. The procedure is as follows:

Make application at the nearest naturalization center (Federal Building, North Main and Temple) taking with you your discharge papers and two reliable sponsors. Upon approval you will be given the oath of allegiance and issued your naturalization papers.

The last day on which you may become a citizen by this short cut is May 1, 1937.

LARYN SOCIAL CLUB

By MAURICE COLEMAN

Chairman of the Supreme Council

The Laryn Social Club, organized by and for the colored employes of the Los Angeles Railway, held its semi-annual election Friday evening, February 12, at the home of President Frank Hill.

Re-elected to office for the new term were: President Frank Hill, Secretary A. C. Joiner and Treasurer Pat Froe. New officers are Ewart Philips, Vice-President, and E. M. Porter, Corresponding Secretary.

After the meeting a very delightful luncheon was served by Mrs. Melba Hill, charming wife of our host.

Anyone wishing membership in the Laryn Social Club, contact E. M. Porter, South Park Shops.

SILVER BULLET TEAM

By L. F. SPARKS, *Secretary*

February 28, 1937: Starting the handicap match for the Los Angeles Railway Trophy Match to be fired fourth Sunday each month for six months. High team to take the trophy.

March 14, 1937: Individual prize shoot for members at the Centinela Park Range.

We welcome a new member, Walter D. Huse from Division 1. Mr. Huse is a very good shot and is planning on having a complete team of Division One members. We would like to have six teams from the Railway, one from each of the four Divisions, one from the Coach Division and one composed of employes of all other departments.

Trophy Donated by Company



SQUARE AND COMPASS

The regular monthly meeting of the Square and Compass Club was held Saturday, February 20, on the eleventh floor dining hall of the Hotel Rosslyn with sixty members present. A snappy entertainment followed a delicious dinner.

We have received an invitation to meet with Glassell Park Lodge on March 23, to confer a degree and notices will be mailed at a later date.

Interlocking Signal and Electric Switches at 9th and Main

By J. COLLINS, Supervisor of Safety

The switchman's tower has been removed from Ninth and Spring, and placed at the southeast corner of Ninth and Main.

If there is no light in or above the tower, towerman is not on duty, and signals are inoperative—if "BLUE" light is burning above the tower, movements of cars is controlled by the towerman—"WHITE" light displayed above the tower indicates that the towerman is not on duty, and the signal system is under automatic control.

Signals for the movement of cars are synchronized with traffic signals.

Electric switches have been installed, and are controlled by the motorman or operator. You should understand the purpose of each overhead contactor. The first contactor on the eastbound West Ninth Street trolley wire; the westbound East Ninth Street trolley wire, and the southbound Main Street trolley wire are signal contactors. After you have received signal to proceed, you cross under the protection of that light—this light is not restored to "red" until your trolley comes in contact with the reset contactor or car clears the crossing—in other words, you have two (2) contactors—(1) to set the signal (in the absence of the towerman)—(2) to, at all times, restore signal to "red."

Example Given

Take a car northbound on Main, or southbound on Spring—(1) we have the electric switch pan—(2) about ten feet from the switch pan we have the signal contactor—(3) the electric switch lock contactor—(4) electric switch unlocking contactor—(5) as the car clears the crossing, we have the automatic signal reset contactor.

The signal light burns either "green" or "yellow" from the time received until set to "red" by the trolley of the car moving through the intersection, and signals are locked to the movement of any other car that might collide with car taking the crossing.

As the trolley wheels of the different types of car must occupy the same relative position on the trolley wire in relation to electric switch and signal contactors, disc markers have been placed between the rails to indicate to the motorman or operator that the trolley wheel is about four or five feet from signal contactor, and about the same distance past switch pan, where electric switches are located, or between switch pan and signal contactor.

Signal Lights

Cars turning from Main into Spring Street: Southbound cars on Spring turning into Ninth Street, and Pacific Electric cars southbound on Main to East Ninth Street, proceed around the curve under the protection of a "yellow" signal light—all other cars proceed on and under the protection of a "green" signal light.

As no car is allowed to cross the intersection under the protective signal of his leader (unless so ordered by supervisor or loader) a span wire signal, hoarded in a small black box, is located at each approach to stop. This signal is normally dark, but flashes "red" while lead car is crossing under the protection of either a "yellow" or "green" signal, and is restored to normal again as lead car's trolley hits reset contactor. A car following another must not pass this span wire "red" light.

The towerman gives you the pro-

ceed signal, and that signal remains set for you until automatically restored to "red" by your trolley as car clears the crossing.

While a car is crossing, the signals are locked to the movement of any conflicting car—therefore, a man must either overlook his switch, or go against the signal in order to be involved in a car collision.

Bulletin To Be Issued

You will be notified by bulletin before crossing is automatically operated. The first automatic operation will perhaps be between the hours of 12:30 a. m. and 6:00 a. m. Under automatic operation stop is made at regular stopping place—load and unload—when ready to proceed, claim right to start by giving two (2) taps on the gong, and if conditions are right, start your car. You will not receive proceed signal until car has moved four or five feet, permitting trolley wheel to engage signal contactor.

Signal will remain set for you until reset by reset contactor on far side of the street, which restores signals to "red," and span wire signal to normal or dark again.

Due to the overhead construction, cars must not cross the intersection faster than half speed, or that attained on the first running notch.

This crossing is electrically and mechanically safe. Man failure has not been eliminated, however, so the highest degree of care must be exercised to see that the rules governing operation are observed. Until such time as signal contactors and reset contactors are connected and traffic signals are synchronized with car signals, the towerman will reset the signals to "red" after he has given the signal to proceed.

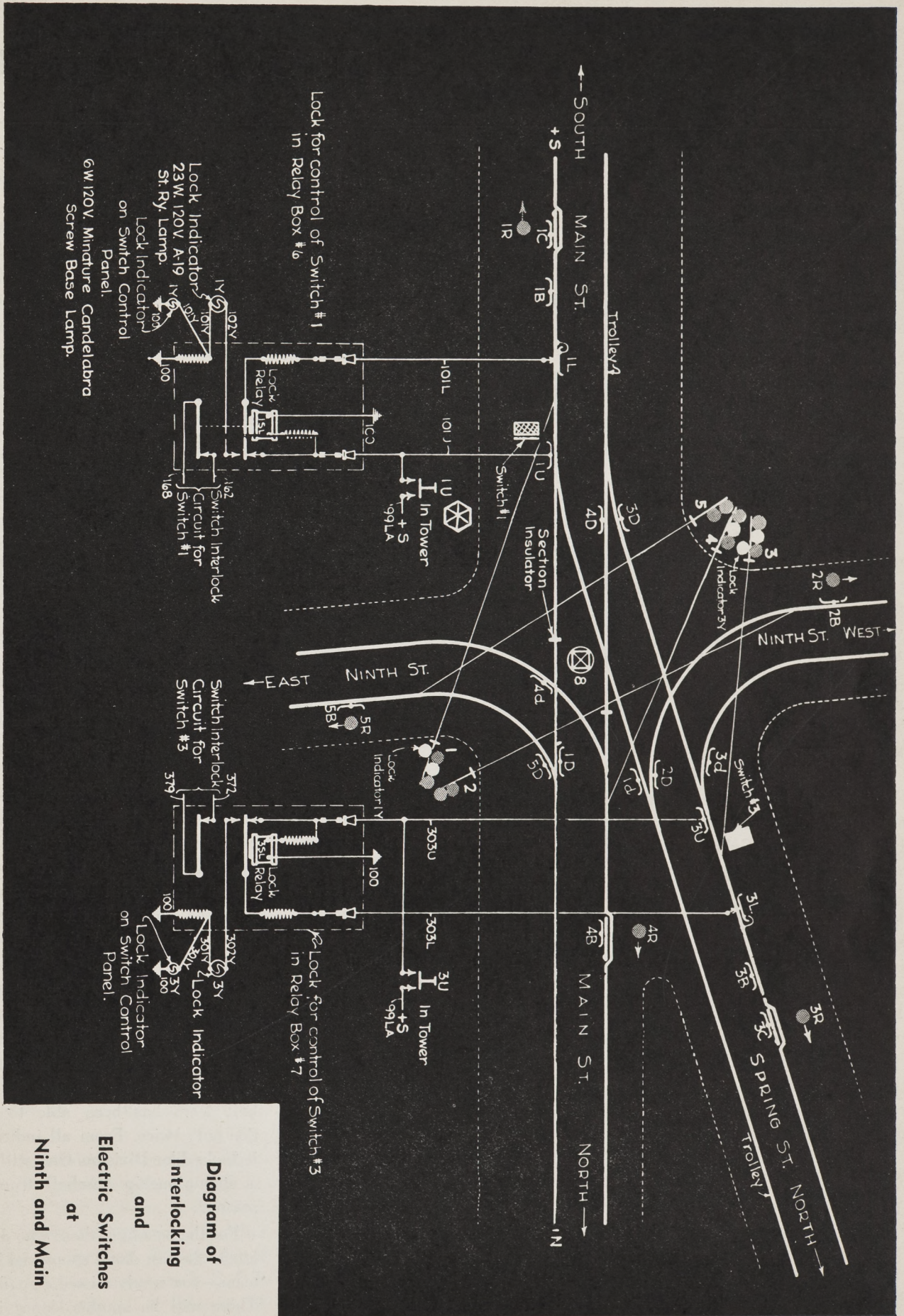


Diagram of
Interlocking
and
Electric Switches
at
Ninth and Main

6W 120V. Mindure Candellabra
Screw Base Lamp.

Lock Indicator
on Switch Control
Panel.

Lock Indicator
23W 120V A-19
St. Ry. Lamp.

Lock for control of Switch #1
in Relay Box #6

Lock for control of Switch #3
in Relay Box #7

Latest Flashes

Virgil & Santa Monica Coach



D. S. COBURN

One of our handsome operators got up late one morning recently and hastily dressed but did not have time to put on his uniform shirt. Instead he slipped his jacket over his pajama coat and wrapped a scarf around his neck so the pajamas would not show. All went very well until his scarf slipped while he was driving, and one of his lady passengers that rides regularly spied the strange attire and he was kidded plenty, as the pajama coat was very bright and very red. Better try sleeping in your uniform, "Mr. X."

Apologies are due to Mr. R. A. Renstrom for not mentioning in our last issue that he has a new Ford.

The "C.C.C." has attained a new meaning around the Virgil Division and at the class in Highway Transportation. It can now be interpreted as "Canning's Correspondence Course." Mr. Canning has arranged a series of lessons in algebra which he is presenting to the men attending classes.

Operator C. W. Sears, while on his layover at Adams and LaBrea a few nights ago, was peacefully counting his money. He had just put his currency back into his pocket when a man stepped into the coach and told him to hand over his money. Sears said it looked like he had a gun in his pocket, so he took no chances and did as he was requested. He could not get the license number of the car the hold-up used, as his eyesight evidently had not cleared in time to see very well.

Miss Dorothy Goode and L. G. Hubbert, Operator at Virgil Division, were married Sunday, February 14, at the home of Rev. Howard Bunce. The wedding culminated a romance of about two years and all of the friends of the happy couple wish them success and good luck. The bride and groom are planning a trip in the near future to South Dakota and Texas, their former homes.

The Traffic School at Virgil has many of those attending it thinking more seriously of the traffic situation. One of the features of the class seems to be to put Mr. Armstrong, the Instructor, on the spot, but he seems to like this, as he knows that some of what he has been saying has been sinking in.

Mr. Armstrong is the originator of the educational plan, and he and his assistants deserve much credit for their perseverance in promoting something as worthwhile as this school. If, through their work, we are able to save a life or prevent an injury to someone, the time and effort is well spent.

The peace and quiet of the Highway Transportation Class was disrupted a couple of weeks ago when one of the members fainted. Mr. Appel (our Instructor) had just pulled a new one out of the hat by showing the boys how to figure the amount of interest charged by the salary loan companies when the accident occurred. Not having smelling salts, the patient was restored by passing the "c" scale of a slide rule under his nose. We are afraid he will recover, but he's learned his lesson.

E. A. Sterigere, of the Mechanical Department, was Chairman of the Entertainment Committee at a flood benefit sponsored by the Veterans of Foreign Wars at Inglewood on Feb-

ruary 6. The entire proceeds was turned over to the Red Cross. Mr. Sterigere wishes to express the appreciation of the V. F. W. for the co-operation of Mr. Patton and Officials of the Los Angeles Railway in furnishing transportation for the entertainers to and from the benefit.

It is being rumored that Otto Draffke is finally going to sell his old Chrysler for junk and buy a new Chevrolet. It will probably break Otto's heart to part with the old bus.



Division One

C. J. BAYLOR

I would like to take this opportunity on behalf of the men of Division One to express our deepest sorrow and most sincere sympathy to Mrs. E. C. Williams and family in their recent bereavement.

As we enter into the third month of the New Year, I wonder how many of those nice new resolutions that were made on New Year's Day, have not been broken or forgotten by this time? Talking about resolutions, here is one that should be on every list: Resolved, to attend the various athletic meets in which the men of my Division are entered.

At the last practice of the baseball team there were eighteen men reported to Captain R. E. (Dick) Means for tryouts. Due to the unusual weather for the past few weeks the baseball team has been able to practice only twice. From all indications it looks like Division One will have a championship baseball team this season.

For the benefit of those who did not attend the last dance sponsored by the team—you surely missed a good time. There will be another dance in the near future; the time, place and date

From The Divisions

to be announced as soon as possible, so watch your bulletin board.

If you should walk into the trainmen's room in the Division and see several men sitting around polishing up them thar old trusty six shooters, don't get excited or be surprised because it will more than likely be the boys of the newly formed pistol team getting ready for a little practice. The members of the Division One Pistol Team are: Conductor W. D. Huse, Captain, Conductor C. H. Coats, Motormen H. W. Fisher, E. A. Morris, and R. E. Dorsey. If there are any other men in the division interested in this sport, Conductor Huse invites you to join.

We have all heard some funny alibis, and we have all made them at one time or another, but Motorman C. E. Yocum wins the prize with the one he made when he missed out one morning during the recent cold spell. He said, "It was so cold last night that icicles formed on the bell and hammer of his alarm clock, causing the clock to stop."

Motorman R. E. Rice, "Skinney" to his friends, says that if he can work two extra trippers a week from now until June he will be the proud owner of a 1937 model one-man power plow to use on his acre ranch.

Conductor H. B. Pixler has taken a twenty-eight day leave of absence to journey to the state of Missouri on a combined business and pleasure trip. He will be accompanied by Mrs. Pixler.

We have with us a number of new faces: The gentlemen on my right are Motormen H. P. O'Brien, J. W. Ceask, W. C. Steele, J. Stephany, G. F. Bliss, and M. J. Siegfried. The gentlemen on my left are Conductors J. E. Babson, H. O. Ogden, J. T. Johnson, M. R. Johnson, W. A. Ferguson, P. F.

Snyder, E. C. Linton, O. H. Smith, R. E. Myers, and J. W. Myers. Welcome to the Division, fellows.

Know Em ?



These boys are from Division One. We're giving away a lot of valuable prizes to the first persons who recognize them! (Contest closes Feb. 28.)



ELECTRICAL



WALTER WHITESIDE
LINE

The general feeling around the Line Department is that everyone is so busy there is no time for news. With a more prospective trend and so many of the boys suffering the effects of the flu, those that avoided it were kept plenty busy.

Did you notice that at the meeting held in the yards one morning recently, that Governor Ben Fulton referred to the truck drivers as "Hack Drivers"?

At the time of this writing it will be impossible to know who the representatives of this department will be for the drawing of the contract, as they haven't been elected yet; but Governor Fulton says that whoever they may be, if each and every one of you fellows cooperate with them to the fullest extent, and give them all of your constructive criticism, you will undoubtedly gain more than you anticipate. In fact, fellows, this can be made a very wonderful and worthwhile document. The above remarks were not quoted solely for the Line Department but also for the Substations and Electrical Construction.

SUBSTATIONS

Although too late for last issue, the report from F. I. Flynn was that he enjoyed a very nice trip to San Francisco to view the newly constructed bridge.

Recently, when all the rain was falling in the city and there was plenty of snow in the mountains, and all reports over the radio stating, "stay out of the mountains," George Willson and family packed the Stude and visited Big Pines. He reported a swell time.

The sympathy of the Department is extended Howard and Mrs. Jones on the passing of their daughter.

ELECTRICAL CONSTRUCTION AND BONDING

Understand that Harley France is spending all of his spare time digging.

Welcome to the Department, the newest recruit, Oswald Land.



Division Three

L. VOLNER

The boys of Division Three were greatly shocked to learn of the passing of Mr. E. C. Williams, Superintendent of Division One. Our deep sympathy is extended to those who are left to mourn his passing.

On account of having filled the position in a very creditable manner during the past year, Conductor I. Gasparro has been reelected as Secretary for the ensuing year of Loggia Pugliese No. 1375, Order Sons of Italy in America.

Conductor L. H. Walton possesses a beautifully lacerated and decorated optic, caused by an ambitious automobile dumbbell driving on the left side of a street car at Avenue 28 and North Figueroa a few days ago. Only the expert agility of the Conductor prevented what might have been a very serious accident.

Conductor T. J. Mulrine has been put to the extra expense of a new pair of trousers, caused by a slight accident that happened out near the Rimpau Terminal of the "W" line a few weeks ago. It is rumored that "T.J." had a celluloid pass case in his left, rear hip pocket, together with matches, marbles and chalk, and in some manner the matches became ignited. For quite a few minutes it looked as if a disrobing act would be necessary. After a few days of eating his meals off the mantle-piece he was able to resume his regular duties, but an upright position was necessary until the heat had subsided.



Vernon Yard

H. I. SCHAUBERT

The Track Department extends to Pat Jinks its sympathy in his recent bereavement, and hopes for a quick recovery from his own illness.

Sympathy is also extended to Mrs. Stanton on the recent death of her husband, Pierce Stanton.

John Cox, Watchman, has returned to duty after being on sick leave for two months following an ankle injury.

Bill Bramlett lost three days of his life last month. The doctor ordering him to abstain from all eating for that period of time during his examination of Bill for an intestinal disorder. After the doctor assured him that he had nothing to worry about, Bill promptly started in to make up for lost time.

Heyward Dyer has left the service of the company to work for his father. He plans to sell and service a patent oil meter which was invented by his father and is proving to be very efficient and accurate for measuring oil flow from a well.

Smiling For the Cameraman



Charlene, four, and Cherris, six, winsome daughters of Conductor and Mrs. R. J. Crothers of Division Four.



Division Four

C. J. KNITTLE

The greetings and sincere good wishes of 627 Division Four Trainmen were conveyed to our Superintendent, L. L. Wimberly, on his appointment February 8 to the position of Superintendent of Transportation.

Somehow we feel that, though his new duties and responsibilities will require his presence in the Main Office, Mr. Wimberly will always be a Division Four man at heart.

Twenty-six years is a long time to work in one place. "Wim" (we called him that) not only worked but strived and advanced.

One hundred of Division Four's old-timers presented Mr. Wimberly with an elaborate desk set with leather reference files and Sheaffer black onyx pens and holders, a bronze perpetual calendar and bronze ash tray.

"Dear friends," said Mr. Wimberly, in accepting the gift, "I will say but a few words. However, these few words are true and from my heart. I want to thank each one of you for the wonderful desk set, but above the set I value and appreciate the feeling back of it. It is a wonderful feeling in leaving to think so many of you thought this way toward me. It was hard for me to leave and believe me I will never forget Division Four and everyone there. Knowing you men as I do, I know you will carry on with the man who takes my place the same as you did with me. Thank you, men."

... and again, we wish Mr. Wimberly every success in his new position.

It was a pleasure to learn that our new Superintendent would be Mr. William H. Snyder, formerly Chief Supervisor.

Incidentally, like several other well-known officials, Superintendent

Snyder hails from Iowa, from a town near Waterloo in Black Hawk County. We hope that he will enjoy his new duties and assure him the full cooperation of our entire Division personnel.

Many complimentary remarks have been made regarding the new changes in the set-up of TWO BELLS and its up-to-the-minute appearance.

One of the most noticeable changes is in the birth announcements. The wives are getting some share of the credit. For instance, under the heading "Yells" we read, "Motorman and Mrs. Charles Smith—a boy on February 10th—James Edward."

Formerly we oft times overlooked the mother when she should have been given all the credit. We have to include the papa. If we did not, some one might pipe up and ask, "Vas you dere, Charlie?"

A beautiful floral tribute to Superintendent E. C. Williams of Division One who passed away February 10 was sent by Division Four trainmen.

We've heard of chickenbergers and turkeybergers but the latest thing in street car crews is Conductor Freburger and Motorman Humburger who worked a Line "P" tripper for several days recently.

Clerk Frank Ervin, who will manage the Division Four Baseball team this season, reports that plans are developing nicely for a very good showing. Among the new players is Wayne Vance, a brother of Wendell Vance who pitched for Division Four last year. Wayne has just finished breaking in on the "front end" and will play centerfield on the team.



16th Street Coach

CHARLES H. HARDY

J. L. Schnyder had to have more blood transfusions after a serious stomach operation in the General Hospital. We wish him a speedy recovery.

We offer our deepest sympathy to E. R. Longworthy, whose little daughter, Gwendolyn, passed away recently.

The Board of Education has been ably assisted in its classes by A. P. Schunck and J. Elek.

After smoking for fourteen years L. E. Woodworth has given up the weed. He is now gaining weight and feels so good that he has decided not to break his resolution.

New men who have entered the service during the past few weeks are E. L. MacMichael, W. C. Rogers, B. F. Wallen, P. H. Daniels, W. E. Rogers, C. G. Austin, H. T. Megill, C. Grace, G. Webb, R. E. Qualls, E. R. Lupton, J. J. Wren, J. L. McManus, C. Klug, J. F. Stoner, T. J. Demery.

Let your scribe have your news items, and how about a snapshot of your kiddies for TWO BELLS?

GARAGE

P. Wood and Ed Graham, golf players who challenged all comers last month, were given a few pointers by W. Turner and McCurdy who also gave them quite a trimming. The losers blame their luck on the geese on

Two More



Caught by the Candid Cartoonist at Division Five.

the hill who persisted in giving them the bronx cheer at every play.

We offer our sympathies to I. Jones of the Second Shift whose father passed away recently.



Division Five

FRED MASON

After the rush for the new 1937 automobile license plates was over we find R. V. Hilderbrand, Motorman, Division Five, cap number 3165, with a license number reading 5-M-3165. Quite a coincidence, eh what?

Conductor R. M. DeWitt has been burning up a lot of gas and oil during the past few weeks entertaining his wife's folks from Colorado. A trip to Catalina was one of the side trips, but DeWitt was the only one to enjoy it. He was the only sailor in the party, and his folks suffered so much on the way over that they did not even use their tickets on the glass bottom boat trip. DeWitt said that all the time they were over there they were worrying about the trip back. DeWitt's father-in-law said that the fellow who said "In all the world no trip like this," meant just that.

Conductor R. C. Ragder sure knows his automobile parts by now, or at least he should. He had just completed stripping his auto and had made arrangements to work a pair of trippers to enable him to reassemble the parts when the telephone rang just as he was leaving the Division. The call was for R. C. Ragder and it was from his wife saying that she had been in a wreck and her car was badly smashed up. Said Ragder, after hanging up, "Oh, shucks, I've got two cars to fix up now."

Speaking of babies reminds us that Conductor "Bud" Huffmeier has not been on a fishing trip since blessed event. He used to be the leader of the gang and never missed a trip. "Bud" now spends his days off at home, and, as he puts it, getting acquainted with his boy.

It sounds good to hear the boys

talking up baseball and from what we can gather we are going to have a real team this year. The other Divisions are saying the same thing, so we can look forward to some hot competition during the coming season.



Mechanical Divisions

F. F. ROBEY

Ira Sherrill and family made a trip to San Diego to visit relations.

Fred Weseloh has been appointed Watchman in place of A. Gongel, who was put on Special Roll.

The boys who live around Hawthorne are thinking of launching a ferry service to get in and out of their homes.

N. Hardy has resigned to re-enter school.

A. Roman is still "spudding in." Maybe we'll hit oil some day. Anyway, he wants to buy more stocks.

Some of the Division Four boys had a work-out the other day and learned more about what car 9404 was used for than they ever imagined. Anyway, the boys made good and we are proud of them. Good bunch, those Division Four men.

Lee Sherrill paid a wet and muddy visit to his ranch out at Vista. He reports his avocado crop is still safe.

If you own a mountain cabin up where it really snows, and you want

the roof cleared of snow, ask George Ramsey his secret of getting around such obstacles. Wait until—?—he gets Bill Swearingen or Sam Cohn to go with him for real news.



Shops

F. ARLEIGH FRAZIER

Phillipi Villalobos must be getting absent-minded, or else color blind, because he tried to get in a black sedan for his own green one, and was very persistent until A. H. Lohr was able to coax him over to his own car.

W. W. Huskey says he is only wearing his tie for Lester Hewey's benefit. Just to make him jealous.

Bill Atkinson is off sick.

Joe Gordon, Blacksmith Foreman, is off sick.

Ed Brimm is now Grandpa Brimm and no cigars in view. Ed says it's a Brim, all right, as it was born with one tooth — same as he and his daughter.

Al Dillenger is still off sick.

Bob Wallace has just returned to work, and is almost as good as new.

R. C. Haslam was painfully cut on one finger and will be off a few weeks more.

Walt Whitaker has a new Plymouth.

Jean Lindy has a new Ford.

BELLS

Congratulations to . . .

Serviceman Wendell Lingford, Sixteenth Street Garage, married February 1 to Miss Sue Jane Shen.

Operat L. G. Hubbert, Virgil Division, married February 14 to Miss Dorothy Goode.

Conductor J. K. Lofton, Division Four, married February 2 to Miss Gladys Janet Moulthrop.

YELLS

And More Congratulations . . .

Nancy Theresa, born to Motorman (Division 5) and Mrs. L. W. Lansdowne on February 12.

Donald Frank, born to Motorman (Division 4) and Mrs. Adrian Hancock on January 28.

Frances Irene, born to Motorman (Division 4) and Mrs. E. B. Adams January 31.

Joan Marguerite, born to Car Repairer (Division 1—Mechanical) and Mrs. B. E. Bremm on February 10.

George Calvin, born to Motorman (Division 3) and Mrs. G. M. Woodward on February 11.

Donald Lee, born to Conductor (Division 3) and Mrs. F. V. Thomas on February 4.

John Clay, born to Motorman (Division 3) and Mrs. J. B. Hilton on February 13.

William Robert, born on New Year's Day to Motorman (Division 4) and Mrs. W. G. Light—apologies for not listing in our last issue of TWO BELLS.



Looking hale and hearty, the old-timers pictured above turned out in force at the February meeting of the Retired Employees Association to hear R. A. Pierson, Superintendent of Personnel, speak on the early days of the streetcar.

Accident Prevention

Committees Formed

By JEROME RICH

Director, Accident Prevention
Committee

Formed by our General Accident Prevention Committee the first of the year were Divisional Committees at each of the Car and Coach Divisions, including the Los Angeles Motor Coach Company. These Committees are headed by the Division Superintendent, and include two other members of the Division, one of whom is a Governor of the Company Association.

All committees meet about the first and fifteenth of each month to discuss any accidents occurring during the rest of the month, and later the total accidents for the entire month. These conferences not only give the committees a true story of the accident situation, but provide them with necessary information to pass on to trainmen and operators.

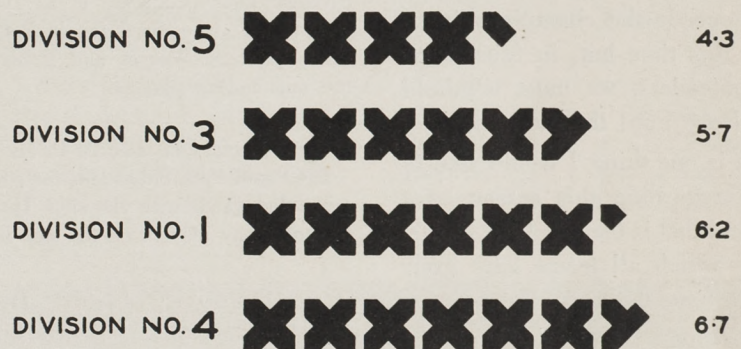
In addition to accidents being listed, a separate individual accident record is kept showing the total number of accidents in which any man is involved.

Accidents in January, 1937, show

ACCIDENTS PER 10,000 CAR MILES

JANUARY 1937

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



—Research Department.

very favorable reduction as compared to December, 1936, and a year ago in January, 1936. Further reduction is expected when the survey of all schedules being made by the Transportation Department is completed.

In order to show graphically the standard maintained by the different Divisions with regard to accidents, a chart, similar to the one displayed above, giving the comparative ratios

of accidents, will appear in Two BELLS each month.

Division Five is in the lead for January, followed by Division Three, Division One and Division Four. We expect, however, that with the sincere co-operation now being evidenced at all Divisions toward the decrease of accidents, that the competition for first place in the monthly standings will become increasingly keen as we go further into 1937.

DIVISIONAL ACCIDENT PREVENTION COMMITTEES

<i>Division</i>	<i>Chairman</i>	<i>Governor</i>	<i>Other Member</i>
Division No. 1	J. B. Lair	D. E. Fletcher	A. J. Thomas
Division No. 3	G. E. Ferguson	W. H. Hollenbeck	L. B. Meek
Division No. 4	W. H. Snyder	S. T. Cooper	V. C. Prettyman
Division No. 5	T. Y. Dickey	W. E. Sloan	C. A. DeGuire
Coach Division	H. C. Lehnhart	H. A. Grode	J. F. Bratton
L. A. Motor Coach	D. D. Canning	R. D. Crandall	W. E. Porter
Wilshire	D. D. Canning	N. L. Clark	J. M. Couch

Basket Ball

By C. J. KNITTLE

THE final games of the LARY Basketball season will soon be played off. On March 5 the schedule will be completed, and unless some unforeseen circumstance caused the Division Five boys to lose to Division Three on February 26, and to lose their game with South Park Shops on March 5, the postponed game between L.A.M.C. and Division Five will be canceled.

Division Five, it will be noted in the standings, has a fairly strong hold on first place and it would be a pleasure to concede the championship to them at this time but, in fairness to close contenders, we must withhold the applause until the next issue.

There is one thing I would like to mention regarding this season as a whole, and that is the excellent sportsmanship which all teams have exercised throughout the contest.

A sportsman is one who loves the game for its own sake; has a scrupulous regard for the rules of fair play and strives under these rules to pit his best against the best of an opponent whom he respects; who admires excellence in the game for its own sake and who pays an instinctive tribute of respect to excellence, whether it be on his own or that of an opponent.

Sportsmanship finds its highest expression in amateur sport. When a man gives his utmost in competitive effort, courage and endurance, with no hope or desire of reward save the joy of the game itself, he participates in one of the finest experiences of life. In fact, in this day when much in life is tagged with a price-mark, we may well be thankful that there is one influence in the life of American youth which drives home the truth that sportsmen love the game precisely because it brings no material reward, that achievement is its own reward, and the mobilization of a fine

competitive effort a thing which cannot be paid for.

And now let us look over the scores of recent games and, the standings:

January 17th, at 7:30 P. M.

Division One (28)	Division Four (39)
Roberts (12)F.....	Boyer (8)
Jacobs (2)F.....	Hipes (8)
Trout (8)C.....	Weaver (13)
Duncan (5)G.....	Morrow (0)
Johnson (1)G.....	Whitcomb (2)

Scoring substitutes for Division Four: Curry (7) and Boswell (1).

Score by Quarters

Division One.....	5	10	10	3—(28)
Division Four.....	9	4	12	14—(39)

It was a close, hard fought contest for three quarters. Weaver and Roberts were the outstanding players.

January 17, at 8:20 P. M.

The South Park Shops lads forfeited their scheduled game with iDivision Three, having too many players on the sick list.

January 17, at 9:10 P. M.

Vernon Yard (24)	Division Five (36)
Simonson (6)F.....	Ulrich (4)
Miranda (8)F.....	Smith (7)
Salcido (4)C.....	Pace (18)
Copper (0)G.....	Scott (6)
Rocha (0)G.....	Temple (1)

Scoring substitutes for Vernon Yard: Mendez (6).

Score by Quarters

Vernon Yard.....	4	8	4	8—(24)
Division Five.....	10	2	13	11—(36)

It was a close game for the first half but Pace got hot and the game was over. Every man played a good game.

January 17, at 10:00 P. M.

16th Street Coach (19)	L.A.M.C. (16)
Lehman (10)F.....	Wycoff (1)
Fischer (1)F.....	Strong (7)
Logan (5)C.....	Reynolds (8)
T. Jeffrey (0)G.....	Owen (0)
Aure (1)G.....	Oates (0)

Scoring substitutes for 16th St. Coach: B. Jeffrey (2).

Score by Quarters

16th St. Coach.....	3	5	5	6—(19)
L.A.M.C.	3	4	6	3—(16)

This was a hard fought game and ended in a 16-16 tie, the 16th Street boys scoring the winning points in the extra five minutes of play. Strong and Reynolds were the L.A.M.C. offensive stars and for 16th Street Coach Lehman and Logan played the best

offensive. It was a good defensive game for both teams.

January 24, at 7:30 P. M.

The Division One team forfeited their scheduled game with South Park Shops team on account of too many players on the sick list.

January 24, at 8:20 P. M.

L.A.M.C. (20)	Vernon Yard (34)
Hope (0)F.....	Simonson (8)
Strong (8)F.....	Miranda (17)
Reynolds (7)C.....	Mendez (2)
Wycoff (4)G.....	Rocha (0)
Oates (1)G.....	Salcido (7)

Score by Quarters

L.A.M.C.	3	5	8	4—(20)
Vernon Yard.....	6	11	7	10—(34)

Vernon Yard played a bang-up game with Miranda, Simonson and Salcido making baskets all over the floor and Rocha keeping down the opponents' score. Strong and Reynolds were the offensive stars for L.A. M.C. and Wycoff went well in his new position at guard.

Division Five (33)	16th St. Coach (17)
Bougher (3)F.....	Lehman (3)
Smith (8)F.....	Fischer (2)
Pace (9)C.....	Logan (4)
Scott (5)G.....	B. Jeffrey (2)
Ulrich (8)G.....	Plunt (1)

Scoring substitutes for 16th Street Coach: Atkins (1), Montgomery (2), Sommers (2)

Score by Quarters

Division Five.....	10	10	8	5—(33)
16th Street Coach....	3	6	0	8—(17)

Another very good game with Division Five holding command at all times. Pace, Smith and Ulrich were high point men while on the Coach team every man made one or more points. Division Five is out to win the championship and Manager McClurg has put his men in shape to do it.

January 24, at 10:00 P. M.

Division Four (18)	Division Three (45)
Boyer (4)F.....	Christenson (15)
Hedger (6)F.....	Barnett (8)
Weaver (6)C.....	Brohman (14)
Curry (0)G.....	Martin (1)
Whitcomb (0)G.....	Triboulet (3)

Scoring substitutes for Division Four: Hipes (2). For Division Three: Maze (1), Evans (1), Llewellyn (2).

Score by Quarters

Division Four.....	11	1	6	0—(18)
Division Three.....	13	13	4	15—(45)

The game was rough and fast with the Division Three lads holding advantage at all times. Brohman, Christenson and Barnett were the offensive stars. Hedger and Weaver were the spark plugs of the Division Four boys.

January 31, at 8:20 P. M.

Division One team forfeited their scheduled game with Vernon Yard on account of too many players on the sick list.

January 31, at 8:20 P. M.

Division Four team forfeited their scheduled game with South Park Shops on account of too many players on the sick list.

January 31, at 9:10 P. M.

Division Three (26) 16th St. Coach (24)
 Christenson (14).....F.....Lehman (8)
 Barnett (8).....F.....Fischer (8)
 Broman (1).....C.....Logan (0)
 Drayer (0).....G.....B. Jeffrey (4)
 Triboulet (3).....G.....Sommers (4)

Score by Quarters

Division Three..... 10 4 4 8—(26)
 16th St. Coach..... 8 7 7 2—(24)

This was a very fast game, close throughout, with neither team having much advantage. For Division Three Christenson and Barnett scored 22 of the 26 points made. Lehman and Fischer, it will be noted, scored well for Coach.

January 31, at 10:00 P. M.

Division Five (35) L.A.M.C. (13)
 Ulrich (11).....F.....Wycoff (7)
 Smith (9).....F.....Strong (6)

Pace (8).....C.....Reynolds (0)
 Scott (6).....G.....Owen (0)
 Temple (1).....G.....Oates (0)

Score by Quarters

Division Five.....10 9 6 10—(35)
 L.A.M.C. 5 0 4 4—(13)

It was a game that was bound to be rough, as Division Five protested their last game with L.A.M.C. and L.A.M.C. has defeated them, but this time it was Division Five's turn for a win and we might say they did their stuff in great fashion. Each lad scored from one to eleven points. Wycoff and Strong played very hard games as usual. The excitement among the spectators was of high pitch throughout the contest.

February 12, at 7:30 P. M.

Division Four (24) Vernon Yard (25)
 Hedger (2).....F.....Simonson (13)
 Boyer (0).....F.....Miranda (8)
 Weaver (11).....C.....Salcido (0)
 Curry (6).....G.....Copper (0)
 Bothwell (2).....G.....Rocha (0)

Scoring substitutes for Division Four: Hipes (3). For Vernon Yard: Mendez (4).

Score by Quarters

Division Four 2 9 3 10—(24)
 Vernon Yard 5 2 10 8—(25)

Both teams appeared to be out of practice, neither scoring in the first six minutes

of play. Weaver and Curry were outstanding offensive stars. Simonson and Miranda of Vernon Yard played a fast offensive in the second half, holding the Division Four lads by one and two points to the end of game.

February 12, at 8:20 P. M.

L.A.M.C. (23) Division Three (26)
 Wycog (9).....F.....Christenson (5)
 Hope (2).....F.....Barnett (9)
 Strong (10).....C.....Broman (4)
 Owen (0).....G.....Evans (2)
 Tyler (0).....G.....Triboulet (3)

Scoring substitutes for L.A.M.C.: Reynolds (2). For Division Three: Schmidt (3).

Score by Quarters

L.A.M.C. 4 9 9 1—(23)
 Division Three 9 5 3 10—(26)

It was a hard fought game and was not won until the last minute. Wycoff and Strong were best for Coach Christensen and Barnett were best offensives for Division Three.

Division One (17) Division Five (35)
 Carney (1).....F.....Bougher (6)
 Means (4).....F.....Smith (12)
 Trout (4).....C.....Pace (4)



SIXTEENTH STREET COACH BASKETBALL TEAM: Back row, left to right. G. O. Leslie (manager), E. F. Sommers, T. F. Fogelman, H. S. Aure, J. A. Logan and Joe Lunn (coach). Front row, S. L. Fisher, M. V. Lehman, B. Jeffrey and T. Jeffrey.



DIVISION FOUR BASKETBALL TEAM: Back row, left to right, C. A. Evans (manager), G. S. Sprague, C. W. Brown, C. W. Boyer, R. R. Weir and C. S. Richardson (coach). Front row, H. L. Morrow, K. E. Weaver, W. J. Curry, C. M. Hedger, and P. E. Hipes. Other team members, not in picture: F. Whitcomb and M. D. Livingston.

Johnson (1)G.....Scott (4)
 Duncan (4).....G.....Ulrich (9)
 Scoring substitutes for Division One:
 Jacobs (3).

Score by Quarters

Division One 1 9 2 5—(17)
 Division Five..... 8 9 8 10—(35)

Bougher, Ulrich and Smith played a good offensive. It was a slow, listless contest with Division Five holding command throughout.

February 12, at 10:00 P. M.

South Pk. Shops (23) 16th St. Coach (16)
 Farmer (2).....F.....Lehman (6)
 Stanley (0).....F.....B. Jeffrey (5)
 Horton (7).....C.....Logan (4)
 Ross (0).....G.....T. Jeffrey (1)
 Chamberlain (2)G.....Sommers (0)

Scoring substitutes for South Park Shops:
 Wescombe (12).

Score by Quarters

South Park Shops.... 4 6 7 6—(23)
 16th St. Coach..... 8 6 1 1—(16)

Another close fought game. It was either team's game until the last quarter. Wescombe was the real firecracker for South Park.

February 19, at 7:30 P. M.

Division Three (49) Division One (23)
 Christenson (12)F.....Carney (0)

LEAGUE STANDINGS

	Won	Lost	Pct.
Division Five . . .	9	2	.818
South Park Shops .	8	4	.666
Vernon Yard . . .	7	5	.617
16th St. Coach . .	7	5	.617
Division Three . .	6	6	.500
L. A. M. C. . . .	5	6	.454
Division Four . . .	5	7	.416
Division One . . .	0	12	.000

Barnett (20).....F.....Means (7)
 Broman (7)C.....Jacobs (9)
 Evans (2).....G.....Johnson (0)
 Triboulet (6).....G.....Duncan (7)

Scoring substitutes for Division Three:
 Llewelyn (2).

February 19, at 8:20 P. M.

Vernon Yard (21) 16th St. Coach (26)
 Simonson (7).....F.....Lehman (8)
 Miranda (8).....F.....B. Jeffrey (11)
 Mendez (3).....C.....Logan (6)
 Copper (0).....G.....T. Jeffrey (1)
 Salsido (1).....G.....Sommers (0)

Scoring substitutes for Vernon Yard:
 Carpio (2).

Score by Quarters

Vernon Yard apparently could not get going in this game. B. Jeffrey and Lehman piled up most of the points for the Coach boys while little Miranda and Simonson were high point men for Vernon.

February 19, at 9:10 P. M.

Division Five (32) Division Four (9)
 Ullrich (9).....F.....Boyer (6)
 Smith (5).....F.....Hedger (1)
 Pace (12).....C.....Weaver (0)
 Scott (4).....G.....Curry (0)
 Temple (0).....G.....Boswell (2)

Scoring substitutes for Division Five:
 Bougher (2).

Score by Quarters

Division Five 4 5 15 8—(32)
 Division Four 2 5 1 1—(9)

This was a hard fought game for the first half. In the second half Pace, Smith and Ullrich took up a fast offensive and that was the end of the ball game.

February 19, at 10:00 P. M.

L.A.M.C. (13) South Park Shops (21)
 Oates (0)F.....Stanley (0)
 Wycoff (6).....F.....Wescombe (10)
 Reynolds (2)C.....Horton (8)
 Strong (5)G.....Ross (0)
 Owen (0).....G.....Chamberlain (3)

Score by Quarters

L.A.M.C. 1 6 6 0—(13)
 South Park Shops.... 2 7 5 7—(21)

This game was close at all times, neither team having much advantage. Neither team was able to score many field goals. Strong and Wycoff were outstanding for L.A.M.C. Wescombe and Horton piled up the points for South Park Shops.

Basketball Personalities

By C. J. KNITTLE

Herman Drayer, Division Three center, is a native Angeleno and Supervisor Jesse Drayer is his pappy. Herman is a graduate of Lincoln High and played basketball there and also for Van Nuys High. This is his second season in LARY League.

Wally Curry, Division Four guard, hails from Hastings, Nebraska, and launched his basketball career at Hastings High, playing two seasons there and one season at Nebraska State College. Immediately following, Wally played three seasons of Intra Mural at Notre Dame and one season for the Y.M.C.A. Three of the seasons were awarded championships. Wally is playing his first season now for LARY.

Cliff Hedger, Division Four forward, was born in Bellingham, Washington, and mastered the art of goal shooting at Whatcom High (in Bellingham). Cliff played two seasons there and one at Bellingham State Normal. In both of his high school seasons, Cliff's team won the County and District Championships and won third place in the State Tourney. That handsome little basketball charm that Cliff is sporting these days, however, was presented to him last season when he and his teammates won the LARY League Championship for Division Four.

"Red" Hipes, Division Four forward, comes here from Creston, Iowa, with an enviable record of eight years of school basketball. "Red" played four years for Creston High, two years for Creston Junior College and two years for Iowa University. In both of the Junior College seasons, Red's team won the State Championship. This is his first LARY season.

Chet Boyer, also a Division Four forward, had a great deal to do with putting Shenandoah, Iowa, on the map for it was there, in Shenandoah

High that Chet played his first four seasons of basketball. Since then he has been identified with a number of independent teams including Hollywood A. C. and was one of Division Four's Championship winners last season.

Merlin "Punch" Lehman, star forward of the 16th Street Coach Team, came from Toledo, Ohio, where he played two seasons for Lake High and two for Toledo Waite High. Lake High won the conference championship and Waite High took first place in the state tourney during the seasons he played. Lehman also was selected "All-Sectional" Forward while at Lake High.

Twin Bridges, Montana, is represented in LARY League by Eddie Sommers, a forward in 16th Street Coach Team. Eddie played four seasons for Twin Bridges High and helped them win the state tourney in '31.

Sandy Fisher, forward for 16th Street Coach, started his basketball career in Cleveland, Ohio, playing two seasons for Central High in which they won the City and Tri-State championships and Sandy was selected "All-City" Forward. Later he played two seasons of semi-pro and four seasons for the Cleveland Railway Company.

Ray Pace, star center of the Division Five quintet, is a native of Amarillo, Texas, played two seasons for Tubback High and one for Amarillo College. Assisted in winning two conference championships and won a selective for "All-Conference" Center.

E. T. Temple, Division Five guard, was born in Honolulu but mastered the art of blocking and passing here at Poly High where he played two seasons.

"Welch" Ullrich, a forward for Division Five, hails from Des Moines, Iowa, where he played four seasons

for East High, three seasons for Des Moines University and three for Simpson College at Indianola, Iowa. Ullrich was selected All-Conference Forward at Des Moines University in '29.

FREEDOM OF THE PRESS

Mr. Ferguson likes the fan dance,
That's the talk around the barns;
While Reid goes in for fishing,
Have you listened to his yarns?
Russell is our transfer clerk,
He's getting gray with age
I did not think him vicious
But they keep him in a cage.

Parson fishes mountain streams,
He's traveled miles, I hear
Dean is just a happy clerk,
And always full of cheer.
Now Smithy is the man upstairs,
He's very short and stout.
Be sure to count your transfers
Or he'll surely find you out.

Molster is a cloth shark
Checking uniforms is his line.
Allen's great for flowers,
That take up his spare time.
Herter is the night clerk,
He's staying pretty fat;
The wood lathe is his hobby
For making this and that.

Percy is the porter,
He keeps things pretty neat.
And I hear that Edmiston lost some
When his favorite horse was beat.
Gilmore's going in for sports;
He started in this year,
He needs a lot of backing
And a great, big rousing cheer.

F. M. OSBORN,
Motorman, Division Three

