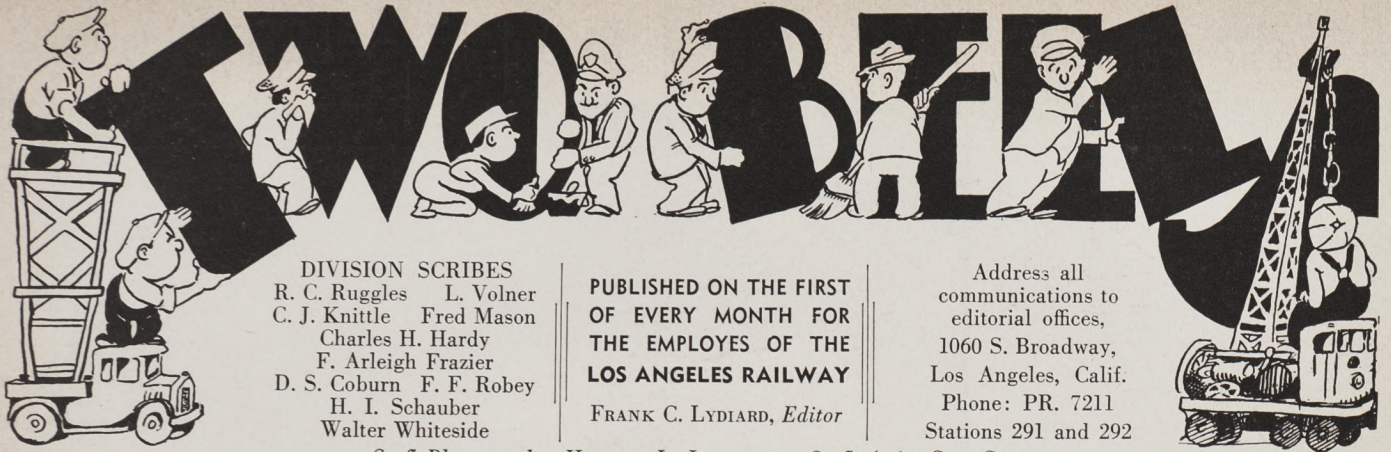


TWO BELLS



North
Pole Special
to LARK
Youngsters:

"I'll be on my way soon.
How's that good behavior?"
S. Claus



DIVISION SCRIBES
 R. C. Ruggles L. Volner
 C. J. Knittle Fred Mason
 Charles H. Hardy
 F. Arleigh Frazier
 D. S. Coburn F. F. Robey
 H. I. Schauber
 Walter Whiteside

PUBLISHED ON THE FIRST
 OF EVERY MONTH FOR
 THE EMPLOYEES OF THE
 LOS ANGELES RAILWAY

FRANK C. LYDIARD, *Editor*

Address all
 communications to
 editorial offices,
 1060 S. Broadway,
 Los Angeles, Calif.
 Phone: PR. 7211
 Stations 291 and 292

Staff Photographer HOWARD L. JONES

Staff Artist GUY GIFFORD

A year is ending-another to begin. It is well for all of us that these mile posts come into our busy lives-in our business relations as well as in our private and personal affairs. It does every man and woman good to pause and contemplate the real meaning of this present season which means nothing if it does not mean "Peace and Good Will". We of the Los Angeles Railway have just finished a good year, one upon which we may all look back feeling we have done our parts well. Let us hope throughout the coming year we may do them equally as well. In lieu of the hand shake I should like to give each one of you, may I extend a very sincere wish for a Happy Christmas and a useful, pleasant, glad New Year

Lucius D. Jones
 President.

CONTENTS

-
- "Good Will on Earth" . . . 3
- Division 5 Packs 'Em In . . . 5
- Reconstruction Program
Completed 7
- Eliminate the Faults . . . 7
By J. Collins
- Accident Combinations . . . 8
- Harnessing the Power . . . 10
- New Coaches Here Soon . . . 14
- An Understanding 15
- Division 4 Vaudeville Show . 16
- Clubs 17
- Lary Sick Folks 20
By R. A. Pierson
- Patrons Plaudits 22
- Baseball Champs 24
- Division 3 Get-Together . . . 25
- Railway Homes 26
- Around the Divisions . . . 28
- Trading Post 37
- Diving Days 38
By C. J. Knittle
- Library—
New Books Received . . . 39
- Sports 40



*Mabel Knight Roberts,
who served the Railway
for thirty-two years and
whose greatest interest
was ever the welfare of
its employes.*

"GOOD WILL ON EARTH"

*The Story of a Gallant and Well-beloved Character
and an amazing Legacy*

CHRISTMAS EVE. The two old people sat quietly in the shabby living room. Looking at each other, saying nothing, each felt the despair and hopelessness which the other was trying courageously to hide. It might be Christmas Eve for many, and happiness abundant, but the cloud that hung over this little house could not be dispelled. . .

After working faithfully for many years and achieving a modest home

and sufficient money to guarantee a comfortable old age for his wife and himself, a series of unfortunate occurrences had swept away all the old man's possessions. Source of income there was none and January First would find the home sold over their heads. Thoughts of other years—of happier Christmas Seasons returned to settle heavily about the old people.

From without came the sound of cheery voices—a knock sounded on

the door. Opening it, the old man beheld a stranger, behind him another laden with gay Christmas packages. Addressing the old couple by name, the visitor finally convinced them that the gifts were for them. He went on to disclose several amazing facts. Most important of these: the incredulous two were not going to lose their home—all taxes and back interest were to be paid, insuring them shelter. Furthermore, money would be pro-

vided for grocery and other household expenses; new clothing and further necessities furnished.

On leaving, the stranger explained that he was acting as emissary of one who had worked long with the Railway and upon her death had dedicated all her property to be distributed among railway employes who found themselves in need.

Since 1930 scores of scenes similar to the above have been enacted. Responsible is a woman who served this Company faithfully and well for 32 years, and although always in modest circumstances managed by self-denial and sacrifice to acquire considerable means.

Story Little Known

Have you known privation, hunger, ill health? Have you felt keen unhappiness at not being able to provide loved ones with necessities, let alone the luxuries that go toward making life pleasant? Some of us have. One of us knew these things with an unhappy intimacy born of childhood poverty and lifelong obligations, accentuated by personal ill health. Such was this woman's character, however, that her personal privations have added up to happiness for many others due to her selflessness and compassion for the trials of her neighbors.

In all the thousands who have through the years been identified with the Los Angeles Railway, of no one can more be said than Mabel Knight Roberts. Her story is little known, but as Christmas approaches again and tribute is paid to a Man who walked among us two thousand years ago and whose own selflessness meant so much to millions, we feel there is no more fitting time to tell the story of Mrs. Roberts.

With Railway Since 1898

Secretary to seven General Managers of the Railway, from 1898 to

1930, Mabel Knight Roberts made the Company's interests hers and assumed, so far as she might, its employes' troubles and problems. As she was always ready to help, small wonder that many turned to Mabel Roberts for aid and advice. And through her foresight and continual striving for the welfare of others, scores have benefited in the eight years since her death.

Enjoyed Little Recreation

Born in 1864, dogged by poverty and ill health, Mabel Knight and her mother—who worked as a seamstress—waged a continual battle for existence with small time for recreation or enjoyment. Shortly after her mother's death in 1917, Miss Knight married John S. Roberts, although retaining her position at the Railway. Mr. Roberts died in March, 1929. Subsequently, Mrs. Roberts, while bedridden during an illness and feeling the end near, made known the amazing plan which she had so long carried close to her heart.

Bequest Made

Wakened by the phone early one morning, Emma Quigley, our Librarian, received an emergency call to the sick woman's bedside.

Eyes burning with the intensity of her message, in spite of the weakness of her body, Mrs. Roberts imparted to Miss Quigley the details of the bequest which was to become so important in the lives of over two hundred people.

It was Mrs. Roberts' wish that Mr. Kuhrts, then President and General Manager of the Railway, act as executor of her estate and that after certain small bequests were taken care of the "balance of my estate be held by you—and given as needed as seems best—to worthy and deserving employes of the Los Angeles Railway Corporation—from whom most of my money has been received and saved."

Employes Receive Legacy

Mrs. Roberts made it plain that her money was to be *given* to employes where needed and not to be regarded as a loan. She went on to say that she knew with many of the older employes and pensioners, a gift of one or two hundred dollars might well mean the difference between life or death.

Substantial Estate

In checking up on the estate, it was found that Mrs. Roberts had left over \$30,000—all gained by systematic saving of small amounts.

President Kuhrts appointed Albert Crutcher and Miss Quigley as Trustees with him of the estate. Since both Mr. Kuhrts and Mr. Crutcher have since passed on, the administration of the fund has devolved entirely upon Miss Quigley.

Fund Nearly Exhausted

The history of the people helped speaks eloquently of the sympathetic and efficient manner in which Mrs. Roberts' wishes have been carried out and it is to be regretted that the bequest is now nearly exhausted. Through Heads of Departments and with special assistance from R. A. Pierson, Superintendent of Personnel, those who found themselves in serious difficulties have been reached. Homes have been saved, medical care furnished, debts lifted, food and clothing supplied. . . . And many who never knew her, who were beaten and discouraged, have heard a knock at the door and received a—"Merry Christmas, from Mabel Knight Roberts."

The "Standing Room Only" Sign Is Out



Part of the big crowd attending Division 5's family party.

DIVISION FIVE PACKS 'EM IN

On Wednesday, November 24, Division Five held their first big family party in Harmony Hall at Slauson and Second Avenue. And to say it was a huge success would be putting it mildly. Mr. C. E. Morgan, Manager of Operations, was the speaker of the evening and opened the proceedings by leading the audience in singing that grand old chorus of the song "Smiles" and after the singing Mr. Morgan suggested that the song be adopted as the Los Angeles Railway song, to which everybody heartily agreed. Mr. Morgan then gave a very interesting talk on selling transportation, stressing the fact that courtesy

and safety are the two chief features in this work.

Following Mr. Morgan, under the able direction of Master of Ceremonies John R. Lalley, the program of entertainment got under way. Miss Bernice Musselwhite opened the program with a Rhythm Dance, followed by Conductor Dave MacTaggart in Scotch Songs, Miss Diane Adair Jones, Waltz Clog, Miss Norma Pedersen, Piano Solo, Miss Dorothy Lee Cameron, Tap and Tumble Dance, Mr. Clem Salve, Harmonica Solo. Miss Bernice Musselwhite then did a second number, a Rumba Dance, Mrs. Mildred Laird and Mr. Dave Laird, Violin and Guitar, Miss Shirley Joe

Dinning, Tap Dance, Master George Huffine, Violin Solo, and Mr. Tommy Harris, Dance Solo.

Then followed the drawing and presentation of door prizes and thereby hangs a tale. To the first number called, no response was received and had to be cancelled. Mr. Harold Nelson of the main office, upon getting his overcoat from the check room found he had this ticket in said overcoat pocket. This time he saved his overcoat but lost a five pound box of candy.

After refreshments of ice cream and cake, the floor was cleared and everybody enjoyed dancing to Wally Leffingwell's Orchestra.

All in all, everyone enjoyed a very pleasant evening, and judging by the number of people in attendance, approximately seven hundred, and it being the first show, it looks like we will have to rent the Coliseum for the next one.

Thanks are expressed to the management for making such a show possible, and to the donors of the door prizes, Mr. C. D. Clark, Pine Knot Cafe, Kline Clothing Company, J. W. Robinson Company, Motorman L. C. Hescok, Six Boys' Market, 54th and Van Ness, Coast Ice Cream Company, Forum Press, 2616 West 54th Street, and to the Sumner Radio Company, 3307 West 54th Street for the public address system.

We take our hats off to Wally Lefingwell's orchestra, John R. Lalley, Master of Ceremonies, and the Staff, Roy Platner, Chairman, Bill Lane, Stage Manager, C. P. Pedersen, Dance Floor Manager, Ken Sloan, Entertainment and Refreshments, Andy Sybert, Doorman, and Oscar Lund, Electrician. And to all the entertainers—*encore*.



Performers at Division 5 Entertainment—Back row, left to right: Clem Salve, Mrs. Mildred Laird, David L. Laird. Front row, left to right: Norma Pedersen, Dorothy Lee Cameron, Bernice Musselwhite, Shirley Jo Dinning. Insert: Adair Jones, age 4, daughter of Conductor and Mrs. Clarence Jones, Division 5.



“Well, Mr. Wimberly, some people call it lazy—but I call it using my head. And wait’ll you see the monkey I’m training to pull the trolley rope!”

Latest Reconstruction Program Completed Ahead of Schedule



Left, John W. Knight and right, Warren H. Knowles, after completing the final inspection of the 120th and last car reconstructed from type "B" to type "BF" cars on our latest modernization program.

Completed two days ahead of scheduled time, our latest reconstruction program which began on February 15, 1937, and was finished on October 13, 1937, saw 12 cars converted into the "BF" type. These same cars in 1933 were rearranged for one-man operation and employed for a number of months on the "F," "O," and "B" lines. It was later decided to reconstruct them on the above-mentioned program.

The principal features of this work were the replacement of the stationary type of step with a folding step, and the installation of air operated door engines which are electrically pneumatically controlled. The front half of the double door at the rear, known as the "exit door" was closed up and an additional seat installed at this point, increasing the passenger capacity by four. Making it possible for passengers to leave the car at the rear, the other half of the standard double door was equipped for treadle

operation and also with a loader's valve (which means that a car may be opened by a street loader, permitting passengers to board). These doors are also equipped with sensitive edges and safety interlocking features, so arranged that the car cannot be started or the brake released while the doors are open. Foot gongs replace the old pull cord type, interior rear view mirrors were installed, and certain other detailed improvements made.

H. G. WEEKS RESIGNS

Ill health and outside interests compelling his full attention, H. G. Weeks, Superintendent of Traffic, recently tendered his resignation. Mr. Weeks entered the service in November, 1923, and occupied the position of Assistant to General Manager for a number of years. His many friends throughout the Company wish him every success in his present undertakings.

ELIMINATE THE FAULTS

By J. COLLINS, Supervisor of Safety

The year of 1937 is fast fading away and, commencing with the year of 1938, let us eliminate those faults which have so often gotten us into trouble in the past.

If you have been found guilty of violating certain rules at different times, and suffered a penalty of suspension, the thing to do is to forget that past violation and penalty and change your outlook upon life and your relationship toward others. Conditions which you meet in life depend upon the quality of your thoughts. Your actions depend upon what you are; and what you are depends upon what you think.

Group action, or a system, can only be effective when backed up by individual observance of certain rules which are common, and easily observed but too often neglected. Individual possibilities, therefore, must be absolute. A man's weakness and his strength, his carelessness, or his care, are his own, and are brought about by his own thoughts, which can only be attained by the individual himself—never by another.

At the Division meetings in the latter part of October this year, our attention was called to certain facts. Back of each fact there was a long chain of events which produced the factor. Those involved had the wrong

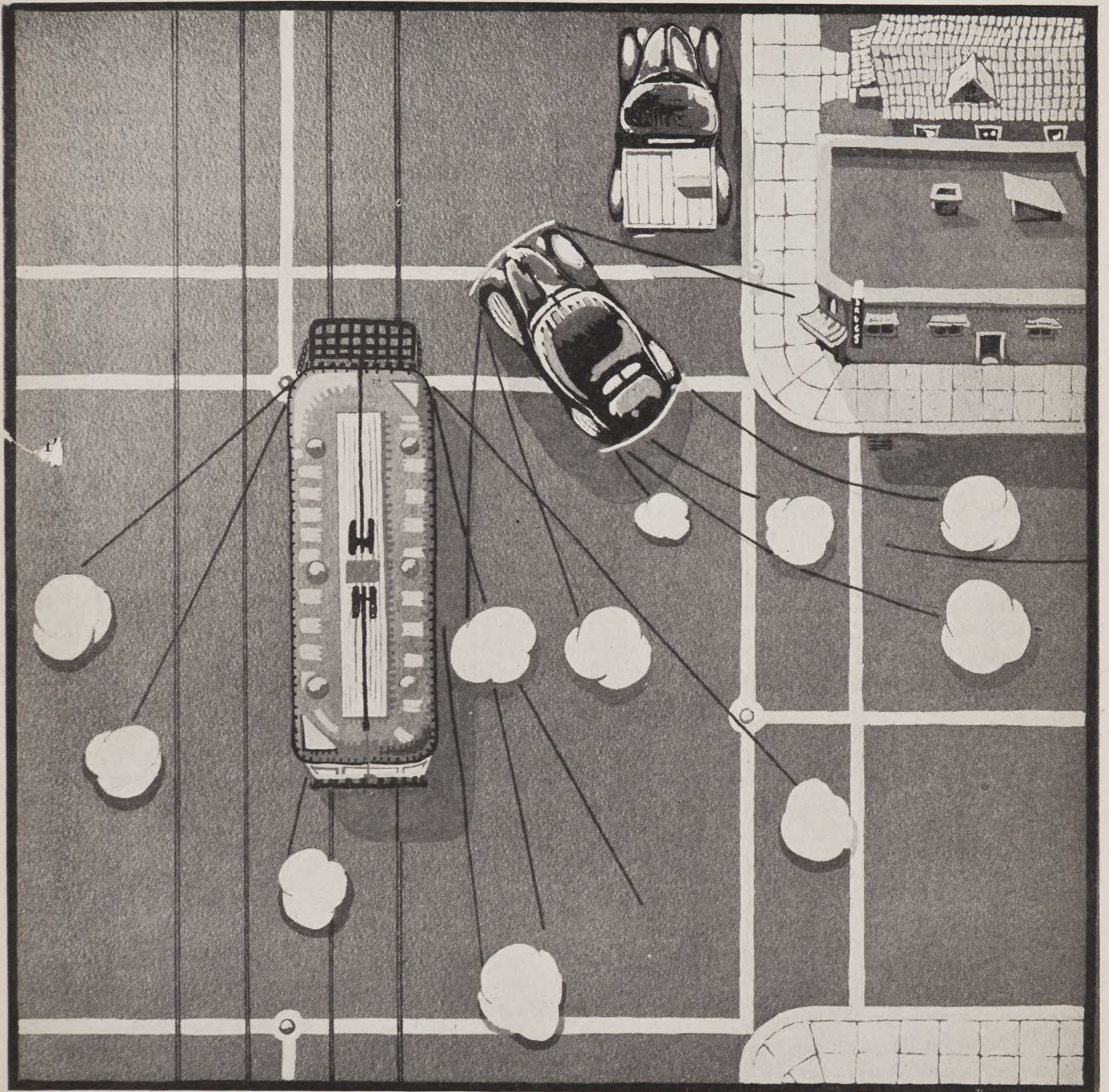
"hook-up," or had followed the path leading to destruction, injury or waste.

It is not the poor judgment or movements on the part of a pedestrian which causes the accident, but your own poor judgment or movements—therefore, the right-of-way of pedestrians must be respected beyond the point of ordinary care.

Follow the instructions you have been given relative to applying road space, and collisions with automobiles will be materially reduced. Most of these collisions, where responsibility is checked against you, are due to assuming a condition, instead of taking into account an actual condition. The considerate trainman is not only less subjected to accidents than one who is discourteous, but has less difficulty in securing witnesses willing to testify in his behalf, should he be involved. When courtesy becomes a habit, the boarding and alighting accidents become few and far between.

The streetcar cannot be put into motion without first starting it, and in order to keep passengers from falling in the car, the start should be made the same on all types of cars. The first three notches are the important ones for a smooth "get-away."

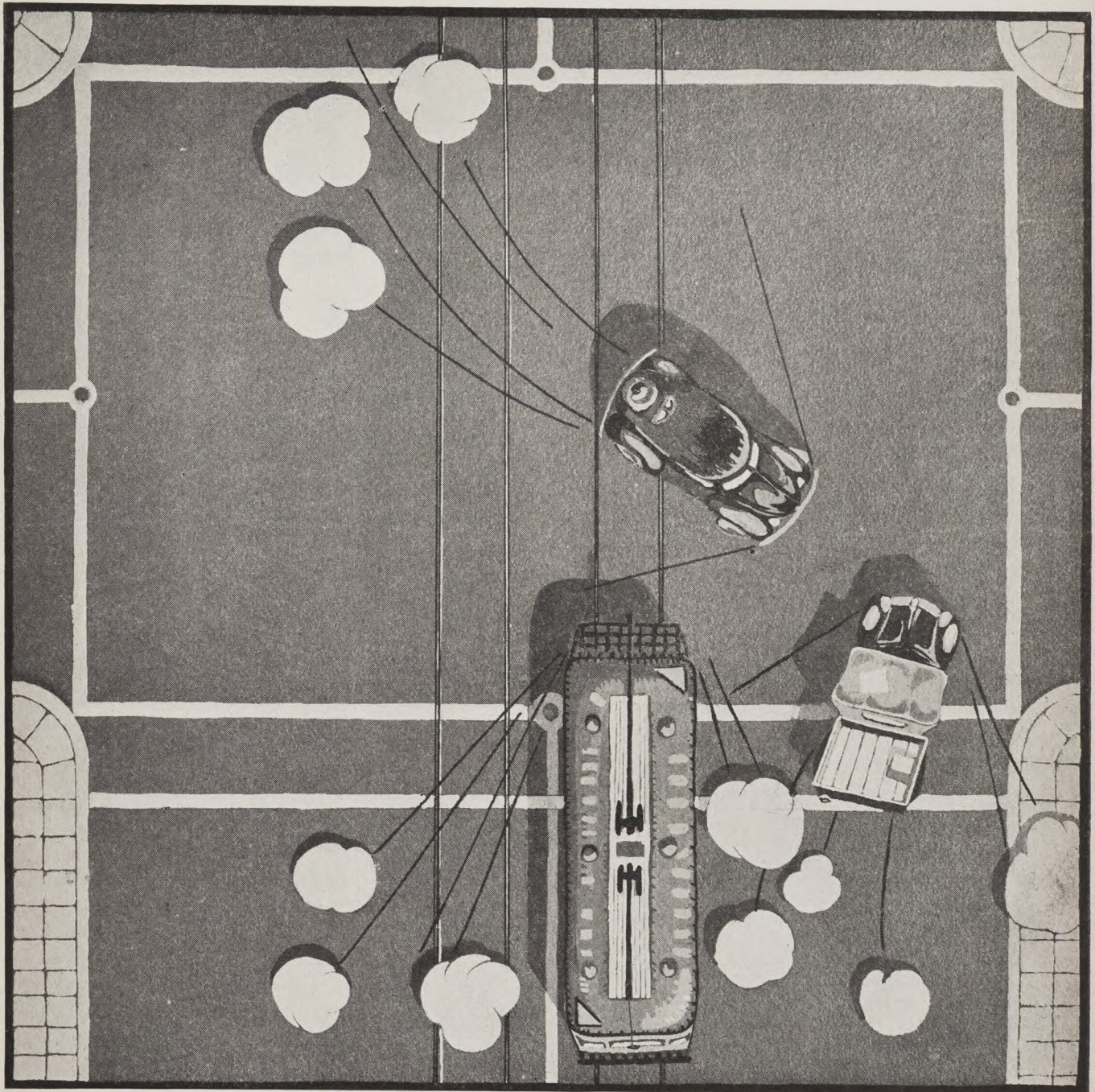
A C C I D E N T



Watch that fellow who has to get around the corner in a hurry.

He's liable to wind up in front of you.

COMBINATIONS



**Here's another one. . . The motorist should be off the track before
you get there—but he won't be if his way is blocked.**

HARNESSING THE POWER

A Swing Through Our Electrical Department Reveals Complex, Smooth-running Routine

THE TENTH IN A SERIES OF COMPANY TOURS

Taking up the slack on the new loop at Sixth and Central. Left: F. C. Tarpley. Right: O. J. Moser, Linemen.



UNIQUE among all departments in the Railway is one which is taken most for granted. Very few of us give a thought to its steady 24-hour-a-day functioning unless something interrupts its proper operation, which is immediately reflected in our service. We refer to the Electrical Department, in charge of Electrical Engineer L. J. Turley, who came with the Company in 1903, and more particularly to its substation branches.

Supplying the motive power to over 1,000 streetcars daily, 16 substations (8 automatic and 8 manual) are in practically ceaseless operation and must be maintained in tiptop shape at all times. The minute a failure occurs in one of the substations, some section of our streetcar lines is affected for as long as it takes to arrange for power to come through other channels to the area concerned. That serious mishaps are few and far between in our substation system may

be traced to the efficient handling of this vital work by Fred Warrington, Superintendent of Substations, and his aids. In charge of all substations, Mr. Warrington is kept apprised of the power situation by hourly reports from all manual stations which are sent in to the substation dispatcher. The dispatchers' force is made up of veterans and includes P. T. Klingel-Smith (1909) who is on the board from 7:00 a.m. to 3:00 p.m.; E. O. Thurtell (1920) from 3:00 p.m. to 11:00 p.m., and W. R. Rhoads (1929) from 11:00 p.m. to 7:00 a.m. These Load Dispatchers, with the assistance of G. A. Cox (1920) and H. J. Winkler (1933) who act as Relief Dispatchers, have at their fingertips all up-to-the-minute information regarding the performance of substations. Other of their responsibilities consist of ordering the power cut off from our high voltage transmission lines when work is necessary on them;

checking on any trouble in substations, and keeping the operators' time. They, in short, act as lieutenants to Superintendent Warrington in seeing that our power loads are delivered uniformly where and when needed.

A three-word description of Fred Warrington—*large, genial, capable*—covers the ground pretty thoroughly on this man who has been with the Company since 1905 and in substation work since 1908. He is married, has a boy athletically inclined, and a girl with piano talent. Superintendent Warrington is a football and baseball fan, and occasionally bowls the ten pins over.

Under Mr. Warrington, M. T. Lander, Chief Inspector of Automatic Substations (1908) concerns himself mainly with the unremitting and complete inspection required for the proper functioning of all automatic substations. His crew makes



Phil Klingelsmith, Load Dispatcher, proves authentic his reputation for good humor.

the rounds of the various automatic stations, cleaning and inspecting, with each being thoroughly gone over once a week.

In the Slauson Avenue Substation we possess what is said to be the most modern and best arranged automatic station in the country. With scarcely the need of human guidance, this station handles its power load either by means of remote control through the Load Dispatcher's office at 16th Street or complete automatic control directly at the station.

Capable of removing rabbits from hats and causing beautiful girls to float in the air, Mr. L. B. Yeager, Superintendent of Lines (1903), exercises with the same ease his feats of legerdemain over his division of the Electrical Department. By which, we mean that Mr. Yeager who, in his spare time, is an accomplished magician, likewise applies a species of magic to the performance of his Railway duties. As a result of his efforts, and those of the men concerned in his department, the Los Angeles Railway boasts of one of the finest overhead systems in the United States. For example, our yearly number of trolley breaks are very few compared with other street railways. Comparing Pittsburgh, Baltimore and

St. Louis with our own system on the basis of car miles operated, we find that we experience 60 per cent less breaks than the average of these three railways. Over and above which, in considering the car miles operated per mile of line, our density of travel is 17 per cent greater—which, of course, means that there is much more wear on the trolley wire.

The reason for this fine record may be found in the consistent and careful inspection of our overhead carried on continuously under the direction of Supervisor R. C. McDevitt (1903) who has charge of all tower crews. Directly handling this inspection work is B. F. Main and his hawkeyed assistant, A. Knous (1922),

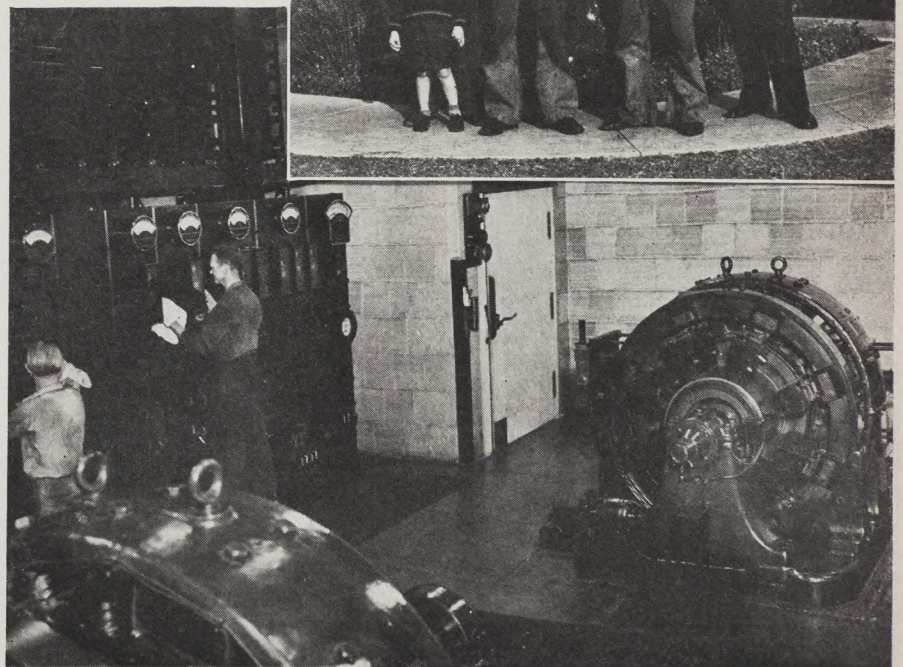
their truck being piloted by Louis Hunter (1922).

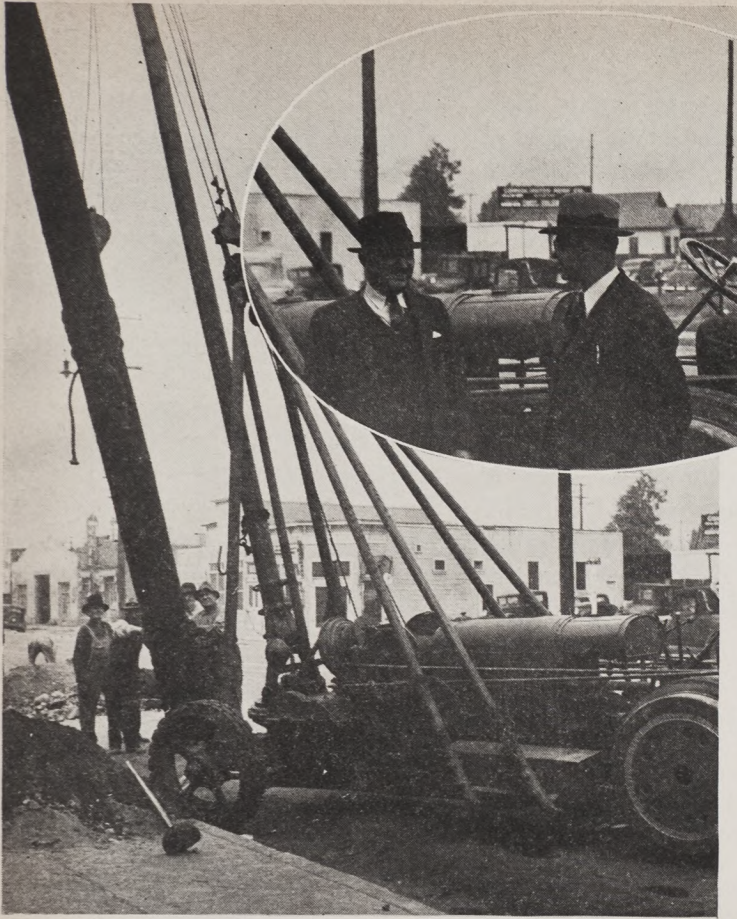
Another of Mr. Yeager's right-hand men is H. C. Messner, Supervisor of Heavy Construction, and a veteran of thirty-one years service. In this department all heavy feeder cable work is handled, including the lines out of substations to trolley wires, and transmission lines from substation to substation as well as the installation of outside transformers. This department is also accountable for the replacing, setting and inspection of poles. That particular brand of motorist belonging to the death-defying—and dumb class crashes into and snaps an average of two poles a week.

Right, left to right: Automatic Substation Inspectors A. L. Barrett, E. D. Tharp, I. L. Hearne, E. A. Ness and M. T. Lander, Chief Inspector. Young gentleman is son of A. L. Barrett.



Below: Interior view of Melrose Automatic Substation.





Above: Pole derrick in operation.

Circle, left to right: H. C. Messner, Supervising Foreman; Dan Mason, Foreman Pole Gang; W. T. Smith, Crane Operator.



Above: Lloyd B. Yeager, Superintendent of Lines.

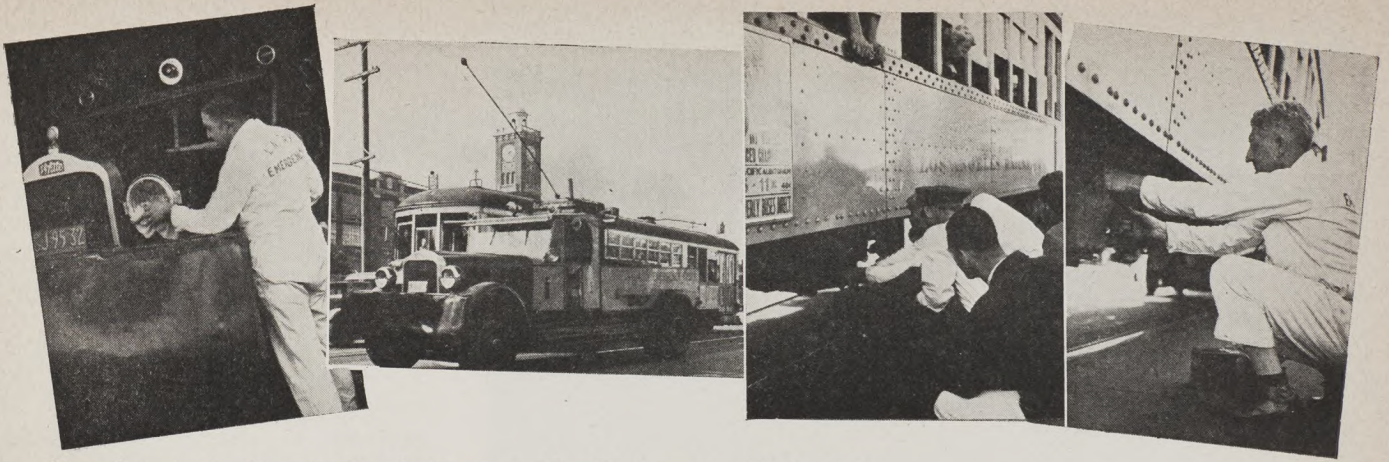
ELECTRICAL DEPARTMENT PERSONALITIES

Below: Pete Goodas, Foreman Bonding Department.



Below, left to right: Fred Warrington, Superintendent of Substations and Dick Payne, Superintendent Electrical Construction, hold a conference.





Four shots in the life of a Line Department Troubleshooter—polishing her up, on the way to a call, diagnosis of complaint, putting it right.

Employed by the pole gang is one of the most useful pieces of equipment on the system, namely, a pole derrick. This is mounted on a caterpillar tractor and yanks a 45-foot pole out of its setting as easily as a dentist yanks a molar.

Also under Superintendent Yeager are the emergency trucks—the crews of which act as trouble shooters on our lines. As TWO BELLS has previously discussed the work of these crews we will not go into detail about them here except to say that they perform a very necessary and vital serv-

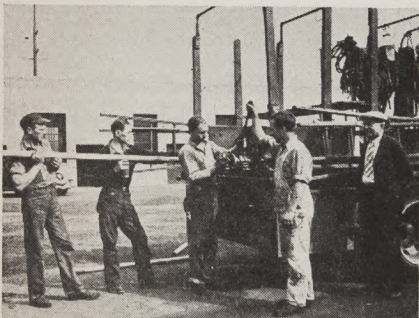
ice in keeping the traffic lanes open and prove as much assistance to the traveling public as they do to our own operation.

William Yandell, the Supervising Foreman of Telephones and Switches (1919), keeps our intricate dispatching systems in order, as well as installing and maintaining our automatic electric switches.

One system of dispatchers' phones is used by the Operating Department primarily for the purpose of enabling supervisors and trainmen to keep in touch with the Chief Dispatcher, to



Wm. V. Yandell at Dispatcher's Test Board No. 3.



Left: Wm. Lane, extreme right, and his gang of Electrical Mechanics. Left, below, left to right: Nelson Lane, Foreman of Electricians, Wm. Boyd, Frank Maloney, Electricians.



Below, left to right: Expressing satisfaction with the new truck are Linemen L. H. Leusch, S. L. Davis, C. Cohen; J. Linares and E. Rios, Linemen Helpers; H. C. Messner, Supervising Foreman; A. J. Urban, Foreman Heavy Gang.





Left to right: Miss Jessie Howell, Clerk; Ray Kiddoo, Line Dispatcher; Miss Nina Lander, Stenographer and Clerk; Eugene Laycox, Relief Foreman.

the end that cars are kept running on time and any accidents or emergencies recorded immediately. The other system supplies the links between substations and the Load Dispatcher.

O. R. Payne, Superintendent of Electrical Construction (1920), assisted by Wm. J. Lane (1910) and Nels H. Lane (1914) has charge of the maintenance and repairing of our electrical equipment. Under "Bill" Lane, Foreman of Electrical Mechanics, heavy machinery is moved and repaired and generators and transformers are maintained in the Shops and Car House Divisions. Foreman of Electricians, Nels Lane, has charge of wiring electrical power plants and keeping in order the various motors in the shops as well as supervising lighting in our buildings, and wiring of electrical equipment. Wm. Banbury (1919), Electrician, handles the smaller wiring installations and maintenance of small substation equipment, in addition to caring for all fire equipment.

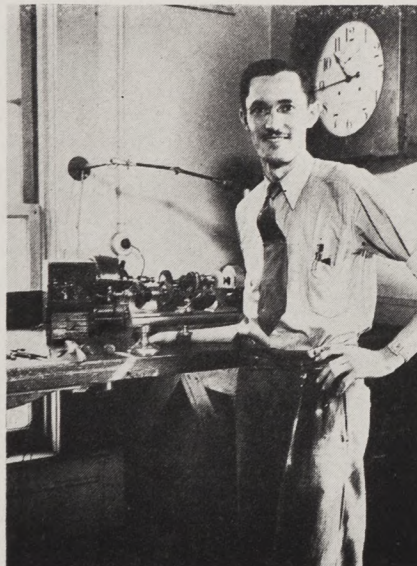
Recently constructed by Superintendent Payne's division is a 15,000 volt switching rack to carry power in from the Edison Company and distribute it where needed to other substations. This rack is located at the University Substation, Santa Barbara and Hoover.

Mr. Payne, after an extensive electrical experience with several large

concerns, came with the Railway in 1920. He is married, has four grown-up children—and never misses a harness race at the Pomona State Fair!

Pete Goodas, who has been with the Company since 1904, is in charge of bonding. With his crew of three men, Goodas covers the whole system, laying heavy cables to carry off the juice—particularly at intersections. Keeping always a jump ahead of the pavers, Goodas and his gang are likely to be seen any place on the property at any hour of the day or night.

INSTRUMENTICIAN



Eugene Brox, Instrument Man, Electrical Power Department.

NEW COACHES HERE SOON

Shortly to be delivered to the Los Angeles Motor Coach Company and the Los Angeles Railway are a number of the latest type coaches built by four of the outstanding manufacturers in the industry.

Taking the place of buses now operating on Sunset Boulevard, will be eighteen 40-passenger Twin Coach Company standard buses. In addition to these, four new 30-passenger Twin Coach models will be placed on various Los Angeles Motor Coach Company lines where service requirements indicate the need of more equipment.

Sporting attractive color combinations of silver, yellow and red, designed by Virgil Operator Jack Marshall, twenty new 41-passenger single deck Yellow Coach Company buses will soon be operating on Wilshire Boulevard. Employed in these coaches for the first time on the Pacific Coast will be the new Mono Drive-automatic transmission which means that operators will not be concerned with a clutch and gear shift lever, the gear change being controlled by the foot throttle. Making for easier and simpler operation, this innovation is expected to attract considerable attention from everyone interested in the transportation business.

On the Los Angeles Railway's Florence-Soto and Beverly Boulevard lines, ten 4-passenger White Motor Company and ten 40-passenger Twin Coach Company buses will be utilized with this surplus equipment allowing greater shop maintenance efficiency. In order to further amplify service on certain lines, five 30-passenger American Car and Foundry buses will be added to existing equipment.

AN UNDERSTANDING

"HARRIS! How many times must I tell you to wear your safety goggles? You know the rules—or should, by this time."

Fred Harris looked up from his lathe, twisted his lips into a faintly derisive smile, and then blandly said: "What's eating you, Henry? Why, we haven't had an accident here in a couple of years. Anyhow, I know what I'm doing. This baby and I have an understanding." He patted the side of the lathe, and then shoved a lever. The lathe smoothly stopped.

"Maybe so," Henry Miller, the foreman, grunted, "but if the chief catches you violating his eye protection program he'll raise Cain. Only this morning he had all of us foremen in to listen to some statistics just released by the National Safety Council. Ed Morris—you know him, American Optical representative—read 'em to us. They make interesting reading. Listen."

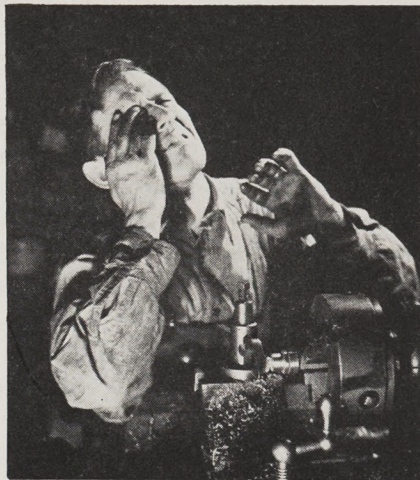
"Gosh, Henry, I got work to do." Fred's voice was brusque.

"It can wait. Did you know that every thirty-six seconds a worker's eye is injured—and that means one hundred workers an hour—eight hundred a working day—two hundred thousand a year? And that those eye accidents cost industry fifty million dollars a year?"

"So what?"

"Only this." Henry's voice became sternly prophetic. "One of these fine days that baby of yours is going to forget about that understanding—and give you a sock in the eye. Then you will be one of the two hundred thousand . . . and won't you look nice, being led around by a dog. Think it over, Fred."

"But those damned goggles slow up my production. Hell, I can't see



AMERICAN OPTICAL CO. PHOTO

There was a sharp whirring noise, a flash of steel, and Fred staggered back with a shriek.

through 'em. And they're always dirty and they hurt my nose."

Henry looked disgusted. "Sometimes I don't think you're so bright, Fred. Why don't you try wiping 'em for a change—and the Safety Director's always willing to make 'em comfortable. But anyhow, you heard my orders. . ."

That evening, over their coffee, Fred laughingly repeated Henry's warnings to Betty.

"Can you imagine it—trying to tell the best machinist in the shop how to run his job. Why, I've forgotten more about my trade than Henry ever knew. Anyhow, no accident's going to happen to me."

An anxious look crept into his wife's eyes.

"Fred, you will be careful, won't you? What would happen to all of us if you were blinded? Please promise to wear those goggles all the time . . . for our sake."

"Oh, all right. But you'd think I was a baby, the way you and Henry fuss over me . . . me who went through the Argonne Forest and

never got a scratch. Hey, pipe down, you kids. What do you think this is—a boiler factory?"

The next day was cloudy and mournful, as if Nature was brooding over some great sorrow. But inside the brilliantly lit machine shop there was intense activity. No time to worry about weather, for the production schedule was behind and Henry had given orders to speed up work.

Fred was in his element when these rush periods periodically came along. Smoothly, efficiently he went about his work, and his machines responded as if to a master. Coming up an aisle, Henry watched him admiringly and chuckled. Fred was the best machinist in the shop, no doubt about that, even if he was careless at times. And today he had on his safety goggles. Well—that was a concession—maybe the lecture yesterday did some good after all. He turned away to watch another operation.

Watching Henry's broad back from the corner of his eye, Fred swished off his goggles and leaned over his lathe to make an adjustment. There. Everything was perfect. Leave it to old Fred to know what to do. And then it happened. There was a sharp whirring noise, a flash of steel, and Fred staggered back with a shriek, hand clapped over his right eye. Stuff began to ooze between his fingers as men came running from all directions, among them Henry.

"I knew it," the foreman muttered to himself. "I knew that damn fool would get it sooner or later. Hey Jack, get the doctor quick. . ."

It was a month later, a bright, shining day. Fred sat in his favorite easy-chair by the window, morosely fingering the dark patch over his eye. It wasn't true—it couldn't be possible—that he'd never see out of it again. How could he have been so careless

. . . so stupid. If he had only followed Henry's instructions.

The door-bell rang, and a minute later Betty ushered a man into the room. Shading his right eye, Fred recognized Henry. The two men looked at each other awkwardly.

Finally Henry said: "Well, old-timer, how goes it?"

"Okay. I'll be back at the shop soon, I guess."

Henry hesitated, then looked uncomfortably at Betty whose eyes glistened with tears.

"Sure," he finally said soothingly. "As a matter of fact, the boss told me to drop in this noon to tell you there will be a job waiting for you soon as you've recovered."

"What do you mean—a job? What about my old one?"

Henry looked even more uncomfortable. "Well, Fred, the boss seems to think it would be too dangerous for you to operate another machine again with only one eye. But don't worry. We'll find something for you to do . . . maybe night watching . . . or something else light. It's tough, Fred, but it's better than nothing."

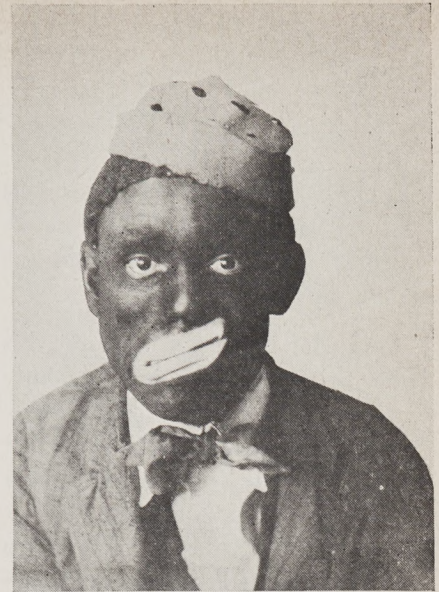
DIVISION 4 VAUDEVILLE SHOW COMING UP

It's a big word—Super-Stupendous—and some folks fall all over themselves trying to say it but that is how critics describe Division Four's Vaudeville Show, Country Store and Dance to be staged at Westgate Masonic Temple, Pico and New Hampshire on Saturday, January 8.

One glance at the program indicates quite emphatically that Chairman Steve Cooper has not only corraled the cream of Division Four talent but has reached outside the ranks to engage professional artists. How he did this and still stayed within the bounds of relationship is a question which only Wizard-Promoter Steve can answer.

Among the stars who will be featured in the twelve-act stage presentation are Donna Adams whose talent as a singer and dancer has won great applause in local West Coast Theatrestres, The Ambassador and Omar's Dome as well as in major theatres in Phoenix and Tucson, Arizona, Santa Barbara, Fresno, Bakersfield and San Diego.

Essie Cooper, who should be titled, "The Southland Songbird," has won



Secured at great expense—that famous performer B. Vejar.

the hearts of thousands of radio listeners through local and San Francisco broadcasts and hold a conspicuous place on the program.

Katherine Van Riper will delight the audience with a number of Mar-imbaphone selections.

Billy Vejar, eccentric comedian, whose long career on nation-wide circuits came to a close after a successful season on the Ohio River Showboats, will go back in character and bring to his audience a bit of the sparkling patter, songs and dances of his blackface roles in America's floating theatres.

Eddie Mills' Trio and seven other splendid skits complete the bill.

With the added attraction of a Country Store, each guest has an even chance of taking home a keg of sauerkraut, a jug of applejack, a set of harness, gum boots, red flannels, a grindstone, windmill or any of the other 25 or 30 prizes of groceries, apparel or household novelties.

Through the courtesy of Leon Sweet and his Rhythm Boys, an evening of dancing will follow the show.


This will be the third of a series of good-fellowship rallies sponsored by our Manager of Operations, C. E. Morgan.

ACCIDENTS PER 10,000 CAR MILES

OCTOBER 1937

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

| | | |
|----------------|----------|-----|
| DIVISION NO. 5 | XXXXXX | 4.7 |
| DIVISION NO. 1 | XXXXXX | 5.5 |
| DIVISION NO. 3 | XXXXXX | 5.7 |
| DIVISION NO. 4 | XXXXXXXX | 6.8 |

NOTE: THE AREAS SHOWN  INDICATE THE INCREASE OVER SEPTEMBER 1937

CLUBS AND VETERANS PLAN HOLIDAY ACTIVITIES

VETS CLUB

By R. C. HOYLE, *Adjutant*

Are you eligible for membership in the Veterans' Club? You probably are and do not know it. The Veterans' Club is an ex-service men's club. All men employed by the Los Angeles Railway who have an honorable discharge from the United States Army, Navy or Marine Corps, for time served before, during or after the World War, are eligible. Also, all men who have an honorable discharge from the armies of the countries with which the United States was allied during the World War are eligible. Now that you know the requirements, get busy and secure your application from the Division Commander at your Division. For applications see the following Comrades: Division 1—Comrade C. J. Clark. Division 3—Comrade L. E. Barkley. Division 4—Finance Officer S. T. Cooper. Division 5—Comrade K. G. Tolle. Coach Division—Comrade B. C. Elworthy.

Meetings are held at Patriotic Hall on the fourth Monday of each month, and do not forget each meeting is to be bank night in the future. Be present at the next meeting. It may mean money in your pocket.

The Christmas party given by the Club was held in Patriotic Hall on Monday, December 16, and a delightful program was furnished for us by the girls of Bethel No. 36, Order of Jobs Daughters.

An open installation of officers for the coming year will be held at Patriotic Hall on Monday night, Janu-

ary 24, 8:00 p. m. All members of the Los Angeles Railway family and friends are cordially invited to attend.

VETS CLUB AUXILIARY

By THRESA V. MADIGAN, *Secretary*

On the next regular meeting night, Monday, December 27, the election of officers for 1938 will take place.

The November meeting brought out a good crowd, but let's see if we can bring our successful year to a close by having a record attendance for the final meeting of the year.

V. F. W.

A capacity crowd attended the joint installation of Southwest Post and Auxiliary on the evening of November 3. Our new Commander is Captain O. A. Gregg; Senior Vice Commander, George Stone; Junior Vice Commander, C. R. Bollotte; Chaplain, W. E. Tisdale; O. D., Clarence Hannon; Post Advocate E. M. Cavanaugh; Q. M., Leo H. Maag; Adjutant, R. C. Aniba; Trustees: L. M. Heft, E. A. Keller and R. R. McFall; Patriotic Instructor, F. S. Ingles, and Historian, R. T. Gamble.

After the ceremonies we were entertained by some thrilling feats by the Sheriff's Crack Pistol Team (thanks to Captain Gregg). The ladies then served a very nice luncheon and every one departed for home.

Comrade Moser has organized a Uniform Drill Team and they called

upon us to act as the installing team at several of the other installations. We went over in a big way and our next move will be to form a Ritual Team.

AMERICAN LEGION POST 541

By R. H. MANNING, *Adjutant*

October 24 was L. A. Railway Post day at San Fernando Hospital. A program was put on and magazines were taken out by both Post and Auxiliary. Our President, Mr. Storrs, donated 29 cartons of cigarettes to the Post to take out there which were very much appreciated.

On Wednesday evening, November 10, about fifty couples of Post and Auxiliary members with their friends gathered around two big tables in the dining room of Patriotic Hall to partake of that good old southern dish of baked ham and sweet taters.

After the dinner a party of 36 journeyed out to the Diana Ballroom on West Pico where a most enjoyable evening was had by all. Comrade Stephens wife was well paid for her evening as she held a lucky ticket which was good for \$5.00. This was the annual Armistice Eve dance put on by the 17th District and was well attended.

Thursday, November 11, Armistice Day, was a big day for this Post as it was the first big parade since the Post was organized a year ago and we had a very good turnout with our group being well received all along the line of march.

With sorrow and regret we report the passing on November 20, of our beloved Comrade Roy C. Young. Funeral services were held on Wednesday, November 2, with interment being in Sawtelle National Cemetery with full military honors.

Monday, December 6, Post 541 were sponsors of the monthly meeting of 17th District Commanders and Adjutants. Preceding the meeting the Ladies of the Auxiliary served dinner for the 150 assembled.

Regular meeting was held Tuesday, December 7 with a good turnout and a very interesting meeting was the outcome with some fine committee reports. Comrade Hinson made report on Drum and Bugle Corps, so if you want to get in on it just turn in your name and what you can play. Right after the first of the year it will start in earnest.

Any Comrades interested in the formation of a squadron of S.A.L. (Sons of the American Legion) please contact the committee that is working on this. W. G. Brooks, Checking Department, Comrade Nowak, Supervisor 16th Street Bus Division, will be glad to explain it to you.

The following message is from Commander Leo L. Leasman of Post 541:

Our Post being one year old the first of December, we are proud to announce that we are really doing a great job of fulfilling every assignment given us. We are proud of the progress we have made since the Post was instituted. I wish at this time to thank all the officers and members of the Post for their help and cooperation.

With 49 Posts in the 17th District, our Lary Post is outstanding.

To all of you World War veterans who served with the American forces, and to those veterans who served with any of the Allied armies who were American citizens before entering the service. I wish to say we of the Los

Angeles Railway Post would feel very happy to have any of you comrades as members of our Post. We need your membership as badly as you need our American Legion. You can't realize the pleasure you are missing until you come up and see for yourself. We extend an invitation to you all to come down and visit us at our meetings and see what we are doing, and we are sure you will want to sign up with us.

We are going to have the state and national conventions in Los Angeles this coming year and we need all the members we can get to help us put California over with the rest of the national organization. Get behind us and help us succeed in this big program. I am looking forward to seeing many of you ex-soldiers, sailors and marines at one of our meetings and wishing one and all a very Merry Christmas and a Happy and Prosperous New Year.

AUXILIARY NOTES

By BETTIE L. LEASMAN

Our regular meeting was held November 19, at Patriotic Hall. The dinner on November 10 was a great success. After the dinner many of the guests went to the 17th District American Legion dance and had a very enjoyable time. The next day being Armistice Day, and the big parade, many of the Unit members paraded.

Our membership contest is coming along fine and we are working for a National and Department Citation.

December 6, 1937, Los Angeles Railway Post and Unit 541, American Legion, sponsored the Commanders and Adjutants Dinner of the 17th District, the proceeds of which will be used for our Christmas party for the children of our Post and Unit and a number of under-privileged children. This Christmas party will be held on December 21, 1937, at Patriotic Hall, 1816 South Figueroa

Street, Los Angeles, 8:00 p. m. (Old Santa Claus has promised to be there in person.)

The next meeting of the unit will be held at the home of President Mary Young, 1136 West 46th Street, at 1:00 p. m. All members are requested to attend.

Rehabilitation Chairman Pauline Chilcoat is very busy getting things in readiness for the Christmas party at Sawtelle on December 18, 1937. The Unit is over the top on our membership quota, and are now in line for a district.

January 3, 1938, Bettie Leasman (District Legislative Chairman), will speak over Radio Station KFAC at 1:45 p. m. The subject will be Legislation.

Child Welfare Chairman Lucy Brooks is helping several fatherless children at Christmas time.

One new member has been added to our roll, namely, Margaret Carleton, the wife of Comrade Wm. C. Carleton.

Wishing you one and all a very Merry Christmas and Prosperous New Year.

RETIRED EMPLOYES

By D. L. GRAGG, Secretary



Meeting of November 16 called to order by President McRoberts at 2:30 p. m. with thirty-four members present.

Mr. Sheldon D. Elliott, Assistant Professor of Law, University of Southern California, discussed the work of the "Legal Aid Society," going back to the original organization of such a society in New York in 1876. He told of the work here under the auspices of the University of Southern California. His talk was much enjoyed by the members.

LARY WOMENS CLUB

MRS. BEN FULTON, *President.*

MRS. L. B. MEEK, *Press Chairman.*

Now comes Christmas . . . and the Los Angeles Railway Women's Club is not forgetting the less fortunate of the Railway family. The Club members are planning to use the Welfare Fund they raised at their Carnival in November to make Christmas a little happier for employes and their families who through illness or some misfortune are having a difficult time. There may be others in our Company who would welcome the opportunity to share in this splendid work by contributing even in a small way to this fund to help their friends and co-workers in the Railway to have a happy Christmas. Contributions may be placed in the Suggestion Boxes in envelopes addressed to the Los Angeles Railway Women's Club Christmas Welfare Fund. Toys or articles of clothing, such as sweaters, ties, etc., will be acceptable also and may be sent to Room 309, Main Building.

The regular meetings of the Los Angeles Railway Women's Club are held each month on the first and third Thursdays at the Friday Morning Club, 940 South Figueroa, at 1:15 p. m. These interesting meetings are open to wives, dependent mothers, sisters or daughters of employes of the Company. Of particular interest was the meeting of December 2, wherein the Club had as its guest speaker Mrs. Mary D. Briggs, Acting Postmaster of Los Angeles (the fifth largest city in the United States). Mrs. Briggs gave the history of the Post Office in Los Angeles, and explained in a very interesting way the preparations that are necessary to handle the mail for Christmas. Mary D. Briggs has a very gracious and charming personality and presented her subject in a capable manner. She

has always taken an active part in affairs of women and has a keen interest in welfare problems. The Club is indebted to Mrs. Briggs for an exceedingly pleasant and instructive talk and is most appreciative of her courtesy in meeting them.

At the November 18 meeting an educational talk was given by Dr. Wendy Stewart, Lecturer on Public Administration in the School of Government at U. S. C. Many interesting and helpful things were told about Community Property Rights of Women and we are sure that all who attended this meeting feel benefited by hearing Dr. Stewart.

Judge Oda Faulconer discussed her work in the Night and Traffic Court at the meeting held November 4. Judge Faulconer's experiences are varied and many, and we hope to hear more of them in the future.

At the January 6 meeting the Club will have as its guest speaker Ann Leidendecker from the Public Library.

It was with deep regret that the Executive Board, on November 9, accepted the resignation of our President, Mrs. Janet C. McNeill. Mrs. McNeill is leaving the Company to go into other work. Mrs. Ben Fulton was appointed to fill the office of President for the remainder of the term.

REVOLVER CLUB

By L. F. SPARKS, Secretary

On October 3, the Silver Bullet Team lost the first match of the winter series to the Inglewood Police Team. Scores were 1217 to 1180.

The annual matches of the Centinela Springs Revolver Association held in October were a success as far as the Lary shooters were concerned. Our Lary boys took eight of the twenty medals.

R. J. MacMillan took second place in the aggregate with 908 x 1000 points. He also took third place in the

slow fire event with 190 x 200 points, first place in the center fire left hand event with 94 x 10 points and third place in the center fire Camp Perry Course with 271 x 300 points. Coach Operator Denton Garner took third place in the aggregate with 905 x 1000 points, second place in the .22 calibre Camp Perry Course with 279 x 300 points and third place in the .22 calibre left hand event with a score of 91 x 100 points. Coach Operator J. C. Brewer took second place in the slow fire event with a score of 191 x 200 points.

On October 31, the Silver Bullets won the second match of the winter series with the Goodyear Tire and Rubber Pistol Team. Scores 1279 and 1193.

The Los Angeles Railway Individual Championship Medal for October was won by R. J. MacMillan who shot 98 slow fire, 97 timed fire and 94 rapid fire over the Camp Perry Course. Total score 289 x 300.

Coach Operator J. C. Brewer shot 271 x 300 points to win the Lary Medal for the month of November.

Four teams entered in the shoot for the Dr. Van Gelder Trophy in the first quarter. The first match for this beautiful Trophy was held November 14, 1937. The Civil Service Team took first place with a score of 1312, Inglewood Police next with 1290, Los Angeles Civilians took third place with 1279 and Silver Bullets wound up with 1254. There are a number of other matches to be held in this series and we hope for better luck for the Lary boys.

INSTALL RUTH ASHTON HONORED QUEEN

Miss Ruth Ashton, daughter of C. O. Ashton, Conductor, Division Five, was installed as the Honored Queen of Bethel No. 34, Order of Job's Daughters, at the Manchester Masonic Temple, on Thursday evening, December 9. About 40 guests were present to witness this most impressive ceremony of the installation and coronation.

LARY SICK FOLKS

By R. A. PIERSON, *Superintendent of Personnel*

During the months of October and November, there were 47 employes confined to the California Hospital, which represents 434½ hospital days. The cost of the hospital service was \$2,769.00.

S. Bennett, Draftsman, Engineering Department, who has been ill for several months, is improving slowly.

A. L. Dellinger, Carpenter, Mechanical Department, who was injured seriously when struck by an automobile in October, is beginning to improve.

W. H. Ovens, Conductor, Division Four, has been on the sick list since September. His improvement has been very slow.

H. Buckman, Conductor, Division Four, who has been ill for some time, is feeling much better.

W. A. Maitland, Machinist, Mechanical Department, who was operated on during September, continues to gain in strength.

H. L. Raines, Conductor, Division Five, who has been ill for several months, shows very little improvement.

Pablo Alire, Way and Structures, who was seriously injured in March, is practicing walking on crutches. He is a familiar figure around the California Hospital and his cheerfulness has won him many friends.

W. A. Stebbins, Motorman, Division Three, has been ill for a short time and has been in the Hospital. His condition has improved.

E. M. Angel, Car Repairer, Division One, Mechanical Department, has been having trouble with one of his eyes. The condition is clearing up satisfactorily.

Jared L. Smith, Store Helper, Garage, was taken to the California Hospital for an operation early in No-

vember. He has made a splendid recovery.

J. T. Lenow, Conductor, Division One, who has been ill since August, is gaining weight and feeling much better.

V. W. Lee, Delivery Man, Stores Department, who suffered a fractured ankle recently, is improving.

R. B. Burnett, Motorman, Division One, went on a trip to Oklahoma this fall, and near El Reno, Oklahoma, his automobile skidded and he suffered a fracture of his left arm. He returned to Los Angeles in November with his arm in a cast, which it is expected will be removed soon.

Regret to report the deaths of seven employes during the months of October and November, and the deaths of the wives of three employes. The employes who died were covered under our Group Life Insurance Policy, and the employes whose wives died were members of the Wives' Death Benefit Fund Plan.

During the months of October and November there were 358 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

PENSION ROLL

John Joe Brannick, Flagman, Transportation Department, was placed on the Pension Roll effective October 20, 1937. Mr. Brannick entered the service as Motorman, Division 1, May 14, 1900, and was appointed Flagman, Transportation Department, August 1, 1930. His present address is 234 South Avenue 21, Los Angeles, California.

Elmer Abraham Tower, Clerk, Traffic Department, was placed on the Pension Roll, effective November 1, 1937. Mr. Tower entered the service as Conductor, Division 2, December 6, 1904, appointed Dispatcher, Transportation Department, January 1,

1911; appointed Clerk, Schedule Department, November 1, 1925; appointed Assistant Manager of the Los Angeles Railway Restaurant, June 1, 1930, and resumed duty as Clerk, Schedule Department, September 1, 1930, which position he has held since that time, the Schedule Department being changed to Traffic Department July 1, 1935. His present address is 1328 Valley Boulevard, Rosemead, California.

Chester A. Hill, Flagman, Transportation Department, was placed on the Pension Roll effective November 1, 1937. Mr. Hill entered the service as Motorman, Division 1, September 23, 1904; appointed Switchman, Division 1, June 30, 1910, and appointed Flagman, Transportation Department, August 23, 1937. His present address is 415 East 74th Street, Los Angeles, California.

John Henderson Simpson, Motorman, Division 5, was placed on the Pension Roll, effective November 18, 1937. He was born April 19, 1866, in Sneedville, Tennessee, and entered the service of this Company as Motorman Division 2, August 23, 1910, transferred to Motorman Division 5, July 31, 1932. His present address is 32 North Hayworth Street, Los Angeles, California.

OBITUARY

The sudden and unanticipated passing of Leo Garven Nethersole on November 26 was a great shock to all who knew him. Mr. Nethersole was prominent in all affairs of his Division. He was President of the Central Council of the T.U.C., as well as President of Local No. 1 of the organization. R. C. Ruggles, also of Division 1, who knew Mr. Nethersole well, expresses the thought of all of us in the following statement:

"Although we know that the grim reaper plays no favorites, and often gives no warning, we are human enough to be stunned by the pass-

ing of Leo Nethersole. He had a wonderful personality, was always ready to extend a helping hand and genuine sympathy to one in trouble and he gave freely and unselfishly of his time and money. We who had the privilege of knowing Mr. Nethersole—knowing him for the man he really was—will miss him greatly. Our sincere sympathy to his family because we know the vacancy created in that household.”

David Miles Wood, on the Pension Roll, died October 20, 1937. He was born in Genoa, Wisconsin, September 23, 1864, and entered the service of this Company as Conductor April 6, 1897, and placed on the Pension Roll January 12, 1928. Mr. Wood is survived by his widow.

Frank Anthony Keers, Transfer Clerk, Division 5, died October 25, 1937. He was born in Hoboken, Belgium, April 29, 1900, and entered the service of this Company as Conductor, Division 4, August 23, 1919; appointed Loader August 8, 1923, returned to train service as Conductor Division 5, February 12, 1925, appointed Transfer Clerk, Division 5, May 16, 1937. Mr. Keers is survived by his widow.

Edgar Lincoln Bailey, Conductor, Division 4, died October 31, 1937. He was born in Girard, Kansas, May 16, 1886, and was employed as Conductor, November 21, 1922.

Frank LeRoy Skelly, Sub-Station Operator, Power Department, died November 9, 1937. He was born in Hinckley, Illinois, June 14, 1900, and entered the service of this Company as follows: Sub-station Operator from January 30, 1924, to August 31, 1925, at which time he resigned to enter business for himself. Re-employed as Sub-station Operator September 25, 1933. Mr. Skelly is survived by his widow and two daughters.

Robert Perry Messersmith, Conductor, Division 5, died November 20, 1937. He was born in Reading, Illinois, June 28, 1884. He is survived by his son, Robert N. Messersmith.

Roy Clause Young, Conductor, Division 5, died November 20, 1937. He was born in Waterloo, Iowa, January 21, 1895, and was employed as Conductor July 10, 1922. He is survived by his widow. Mr. Young was a member of F. & A. M., Waterloo Lodge, Waterloo, Iowa.

The wife of Franklin P. Snyder, Assistant Paymaster, Treasury Department, died October 30, 1937.

The wife of Ralph O. Clark, Conductor, Division 5, died November 22, 1937.

George David Singer, Air Brake Repairer, Mechanical Department, died December 5, 1937. He was born in Eden, Ohio, May 27, 1876, and was employed as Repairer, Mechanical Department, November 1, 1910; transferred to the Transportation Department as Motorman February 26, 1918; transferred to Repairer, Mechanical Department, November 3, 1919. He is survived by his widow.

Mr. Singer was a member of Masonic Lodge 126, Elks Falls, Kansas.

Arthur John Spohn, on the Pension Roll, died December 7, 1937. He was born in Caddot, Wisconsin, March 3, 1877, and entered the service of this company as Motorman, Division 5, August 8, 1917, placed on the Pension Roll July 8, 1929. He is survived by his widow.

Walter Runyon Stewart, Conductor, Division 1, died December 4, 1937. He was born in Kansas City, Missouri, February 9, 1882, and entered the service of this Company as Conductor May 9, 1921. He is survived by his widow and one daughter.

The wife of Frederick Joseph Rappe, Car Cleaner Foreman, Division 3, died December 3, 1937.

APPRECIATION

Letters expressing deep gratitude for the comforting expressions of sympathy extending them in their recent sorrows, have been received by the Company from F. P. Snyder and family; Mr. R. O. Clark and daughter; Mrs. Mary Young; Mrs. Vera Nethersole and family; Mrs. R. Messersmith and family, and F. J. Rappe and family.

BELLS

BEST WISHES TO:

Paul C. Youngman (16th Street Coach Operator), married on October 30, to Miss Frances Huffstutler.

W. A. Gardner (Virgil Garage), married on November 17 to Miss Milrie Martin.

Motorman Bruce E. Haskell (Division 5) married on November 29 to Miss Crystal A. Barnes.

W. M. Lewis (Wilshire Operator) married on November 24 to Miss Maxine Chambers,

P. E. Prutsman (16th Street Coach Operator) married on November 25 to Miss Mary Kash.

YELLS

CONGRATULATIONS TO:

Louis, born to Coach Operator (Virgil Division) and Mrs. M. A. Martel on September 8.

Dixie Lee, born to Operator (Virgil) and Mrs. William Bishop on December 5.

Ray Thomas, born to Motorman (Division 5) and Mrs. R. W. Pace on December 7.

Marilyn Carol, born to Operator (16th Street) and Mrs. W. K. Hayes on November 17.

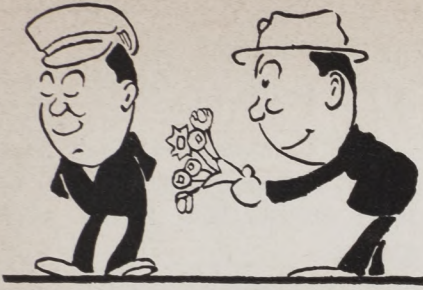
Evelin Jean, born to Operator (16th Street) and Mrs. R. Stinfield on November 13.

Paul Phillip, born to Motorman (Division 3) and Mrs. S. S. Wollam on November 24.

Max David, born to Motorman (Division 3) and Mrs. M. D. Porter on September 4.

Richard Wayne, born to Motorman (Division 1) and Mrs. A. I. Brennan on December 7.

. . . and double congratulations to Conductor (Division 3) and Mrs. R. G. Carr—proud parents of Harold Robert and Dorothy Jean born on December 4.



PATRONS

Stranger in City Impressed by Courtesy . . .

"Allow me to congratulate you on having such employes as No. 2700 (**G. M. Brown, Div. 5**), car No. 10.

"It was no trouble at all to direct me, a stranger in your city, and I could not help but notice how courteous he was and what a pleasant smile he had for all your customers. In my judgment such men should be encouraged."

H. E. MENG,
32 Washington Blvd., Oak Park, Ill.

"Generally Liked and Appreciated . . ."

"We who use the York Boulevard bus running between Avenue 51 and Eagle Rock Boulevard have a *very* friendly feeling toward Operator Lahman (**Operator No. 96, O. L. Lahman**). I think we all take his genial, helpful, courteous treatment too much for granted and I for one am going to now do what I intended doing the several years he had been on our line—write his employers a letter of commendation.

"You probably get plenty of criticism so this may be unique. While I for one have always met with courtesy from the local streetcar operators, I have never met one who was so *generally* liked and appreciated as Mr. Lahman. Every once in a while he is transferred to another line but to our great joy always comes back. As I look back I believe he must be put on this line in the winter during school season.

"If this is done purposely you must then know how valuable he is. He has the love and respect of all the school children and unless you have boarded a bus jammed with careless, carefree, noisy school children, you couldn't know what it means to have such a one as Mr. Lahman. He certainly knows how to control them.

"Men, women and children passing along York or in stores wave to him as he passes. He always sees a patron coming and courteously waits—always patient, smiling and happy. I am only voicing what I hear on every side when I congratulate you on having Mr. Lahman. . ."

MRS. FLORENCE M. RUCKER,
1549 Hazelwood Ave., Los Angeles.

Company Congratulated . . .

"You are to be congratulated upon having in your employ Conductor 1626 (**W. W. May, Div. 3**) on the 'L' line.

"I ride the 'L' car to work each morning and when I am lucky enough to get this certain conductor I feel like a guest instead of merely a passenger and I'm sure others also feel the same way, as No. 1626 always wears a cheery smile, gives information gladly and assists those who need assistance in alighting. On one occasion when all the seats were taken, he very kindly gave me his stool; and as I sat there where I could watch him greet the passengers and assist several elderly ladies, I resolved to write and congratulate you on your good judgment in hiring such a gentleman."

MRS. O. F. SCONCE,
328 E. Edgeware Road, Los Angeles

"Orchids to Conductors . . ."

"As the famous Mr. Walter Winchell sez, I do also—hence I mention orchids to conductors No. 1310 (**C. J. Rupert, Div. 3**); 2632 (**C. T. Duncan, Div. 3**) and I think the other ends with No. 25—was he 1325? (**L. F. Everett, Motorman, Div. 3**). I'm not sure as lost the memo with the last number. However, I for one do truly appreciate real from the heart kindness, so this card. Trust we will always have such gentlemen on the 'W,' North Figueroa line.

E. F. MAREK,
6208 Poppy Peak Dr., Los Angeles.

"Demeanor Most Pleasing . . ."

"I wish to call your attention to the high type of service being rendered your company by conductor No. 1500 (**W. B. Tyson, Div. 3**). I had occasion to observe his actions on car 1536, leaving Temple and Broadway at 5:10 p.m., on October 11, operating on the 'W' line, North Figueroa Street, formerly Annandale Boulevard.

"The conductor mentioned showed consideration for the passengers; gave his stool to a woman who had several bundles in her arms, found a place for a cumbersome box another woman was carrying, helped another woman off with her bundles, smilingly assured an elderly woman that her transfer was presented within the time limit, and only seated himself upon his stool after it was vacated and when no one else would take it.

"His demeanor was most pleasing, especially as I recall a conductor last winter

who, when I suggested he give his stool to a woman who was obviously poor, a working woman and with appearance of utmost fatigue, replied that he himself needed to sit down on it as he had to stand a great deal of the time. . ."

E. F. SABIN,
213 Terrace Ave., Altadena, Calif.

"Re: Motorman 1303 (R. H. T. Liles, Div. 5). 'F' Car going North . . ."

"I am a daily patron of your cars and always use a weekly pass. I have noticed recently that there seems to be more courtesy extended to the general public and especially want to commend the above motorman for his exceptional courtesy this morning.

"He was operating a one-man car and stopped to take on a lady with a little crippled girl about eight years old. The child was wearing a brace from the hip down. After stopping his motor, he got off the car and lifted the little girl very carefully into the car and steadied her. He did not start the motor again until the little girl had walked to the center of the car and was seated for fear the jolt of the car might make her fall and injure her. This consideration deserves praise and I only wish there were more like him.

"If this incident caused him to be late on his schedule, it was well worth it and should be overlooked."

MRS. A. RUSSELL,
942 W. 80th Street, Los Angeles.

School Principal Commends Operator . . .

"I would like to express our appreciation for the act of one of your motormen. Yesterday, September 22, J-635 (**S. H. Wersal, Div. 1**) was going east on Seventh Street past our school at about 12:55 p.m. A football was accidentally kicked over the fence and landed on the tracks in front of the car. Instead of running over it, as is often the case, this man stopped the car, got out and picked up the ball, and tossed it back onto our playground.

"This little note doesn't adequately express our appreciation, but we didn't want to pass it by without some recognition of the act. We realize that our boys are at times troublesome on the cars but we are doing our best to correct it. An incident

PLAUDITS

like that related above will do much to create a better feeling among our boys. Would it be too much trouble to let the motorman know that we are grateful?"

J. T. MADDEN, Principal,
Coronel Development School,
725 Wilson Street, Los Angeles.

G. T. Bucher and J. T. Little . . .

"Being a business woman and believing that when good service is rendered it should be acknowledged in some way, I am taking the liberty of complimenting you on hiring at least two very good conductors—men with whom I have ridden every day for months.

"Nos. 289 (**G. T. Bucher, Div. 4**), and 674 (**J. T. Little, Div. 4**) on the 'B' line are especially courteous, polite and kindly toward myself and all other passengers. I have particularly noticed this over a long period of time, and think they should be rewarded at least by bringing them to your attention by letter, as I appreciate good service. The majority of your men are nice, but I have run across some who are surly answering questions, etc. Strangers coming into the city from the depot on Fifth Street, I have noticed, frequently inquire as to where a certain location is; some of the men are nice about answering, others, not so good. I formerly worked for the Travelers Aid Society, and perhaps that is why I notice it.

"Every day for months I rode with No. 289 on the No. '2' car, and I used to notice how courteous he was to the passengers and about calling off the streets so they could be heard. Consequently, I have been glad to ride again with him on the 'B' line.

"The conductors have a hard job, as you know, handling people who act like sheep, will not move forward in the car, etc. I have at times actually hung on to the back-door in order not to miss the car, when the whole middle section of the car was practically empty. I think you should instruct your men to compel the people to move up toward the front in order to speed up your service. . . ."

MRS AGNES W. LAWSON,
Steno. State Dept.,
Los Angeles.

*From our Mail Sack also come
letters of commendation for:*

CONDUCTORS

H. E. Benson, Div. 3
J. D. Johns, Div. 5
M. F. Hurdst, Div. 1
C. H. Hughes, Div. 4
W. M. Weems, Div. 4
R. P. Messersmith, Div. 5
J. E. Babson, Div. 3
G. H. Drinkwater, Div. 5
A. C. Kimmel, Div. 1
H. D. Plank, Div. 4
W. W. Vance, Div. 4
J. J. Egbert, Div. 1
G. K. Hardwick, Div. 3
S. D. Moody, Div. 3
P. A. Sherwin, Div. 3
H. L. Deupree, Div. 3
E. J. Flint, Div. 3
A. W. Ehlers, Div. 1
V. E. R. Nordquist, Div. 4
C. H. Coats, Div. 1
H. J. Drohen, Div. 5
R. G. Monahan, Div. 3
E. J. Marceau, Div. 5
A. J. Lewis, Div. 1
L. J. Cassidy, Div. 4
O. C. Clemons, Div. 4
H. Cannon, Div. 5
E. W. Park, Div. 1
E. L. Jandro, Div. 3
D. H. Smith, Div. 5
A. F. Miller, Div. 5
L. H. Smith, Div. 5
W. A. Henslee, Div. 1
W. H. Laing, Div. 5
M. W. Galbraith, Div. 1
I. Gasparro, Div. 3
L. P. Nelson, Div. 5
S. R. Leckey, Div. 3
T. W. Fry, Div. 5
J. H. Taylor, Div. 3
N. A. Matlock, Div. 5
R. O. Clark, Div. 5
W. M. Vaughn, Div. 4
R. J. Crothers, Div. 4
T. S. Pierce, Div. 5
R. H. Manning (Div. 4
A. J. Pommer, Div. 5
L. E. Adkins, Div. 1

MOTORMEN

C. W. Coulter, Div. 5
G. B. Stoker, Div. 4
E. F. Adams, Div. 4
A. L. Sherman, Div. 1
F. S. Ainsworth, Div. 5



E. A. Boynton, Div. 1
R. C. Danielson, Div. 3
E. W. Starks, Div. 4
A. J. Bell, Div. 1
F. Hetze, Div. 3
G. H. Buttner, Div. 4
H. W. Clerk, Div. 4
J. H. Johnson, Div. 4
L. R. Thompson, Div. 4
C. T. Stout, Div. 4
J. A. Wear, Div. 5
W. C. Allen, Div. 5
R. N. Mead, Div. 1
R. H. Minniear, Div. 4
F. H. Busse, Div. 4
C. A. Schulz, Div. 5
J. L. Smith, Div. 3
F. S. Ainsworth, Div. 5
D. D. Thoats, Div. 4
H. M. McBride, Div. 3
C. M. Thompson, Div. 5
V. W. Smith, Div. 5
J. A. Martin, Div. 3
J. H. Johnson, Div. 1
G. F. McMillan, Div. 3
D. L. Cuppock, Div. 4

OPERATORS

R. O. Bennett, Alvarado
G. F. Buckman, Beverly
V. C. Cox, E. 9th-Whittier
C. R. Gunyon, Wilshire
E. H. Irvine, Manchester
O. R. Lane, Beverly
D. A. Crout, Sunset
R. Tilden, Inglewood
O. E. D. Koonse, Wilshire
E. H. Fische, Sunset
H. W. Strode, Alvarado
R. T. Cunningham, Wilshire
R. B. Gosnell, Beverly
H. Evans, Washington
T. L. Dundas, Wilshire
W. B. Cady, Highland Park
W. S. Goodale, Western
J. W. Hannan, La Brea
W. L. Mulchay, Sunset
R. C. Fawcett, Western
G. J. Palmer, Beverly
O. F. Johnson, Van Ness
M. L. Mortensen, Wilshire
J. R. Willis, Highland Park
L. G. Hubbert, Vermont



Winners' Laurels Accorded 1937 Baseball Champs

A PRODIGIOUS turkey dinner, short speeches, awarding of the Championship Trophy, an elegant floor show followed by dancing. That is how Company officials said "Well done" to the eighty-five Lary League ball players at a banquet in the Cafe De Paree on November 20.

As in former sports occasions, each man brought his lady, and 198 guests participated in the feast.

Immediately following the banquet, Superintendent George Ferguson, Master of Ceremonies, greeted the assembly with "Good evening, ladies, and hello, gang!"

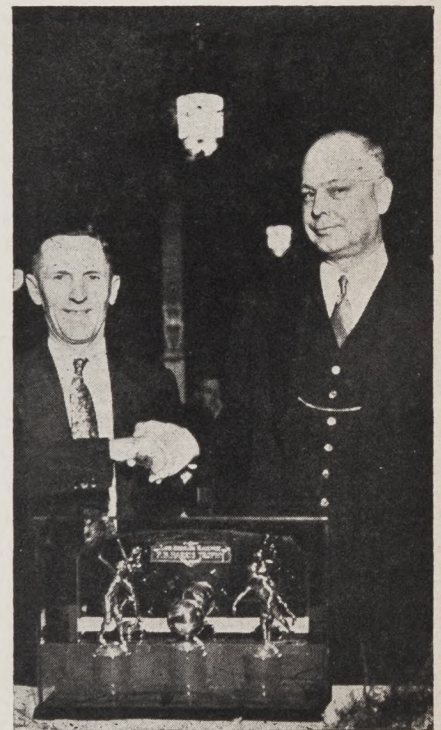
Mr. Ferguson proceeded to tell a story about a certain department head who was born and raised on an obsolete, mid-west farm. One day this lad of the "sticks" hitched up the horse and buggy to drive to town and watch the train go by. But before Mr. Ferguson could reach the point where his subject arrived in the village, the

man had to alight for some reason. Then Mr. Ferguson's story had the man crawling back in the horse instead of the buggy. The end of the story was drowned in a riot of laughter and applause.

When the pandemonium finally quieted down the Master of Ceremonies paid his personal tribute to the Vernon Yard Ball Team, winners of the 1937 Championship.

After conveying an apology from President Lucius S. Storrs, who was unable to attend on account of urgent business, Mr. Ferguson introduced our Manager of Operations, Mr. C. E. Morgan.

In a short address, Mr. Morgan congratulated all the teams for their good playing throughout the season and for the splendid sportsmanship in all the games. In a lighter vein, he congratulated himself on being



Above: John Harris, Manager of Vernon Yard Champion Baseball Team, congratulated by L. L. Wimberly, Supt. of Transportation.

Top: A portion of the crowd assembled to do honor to the Champions.

the world's only left-handed catcher. (The transformation occurred when the Two Bells Photographer had to reverse a negative of Mr. Morgan catching the first ball in the opening games so that he would be facing the pitcher.) Mr. Morgan jovially added that he had tried to make the team and that, perhaps, he would make it in 1938.

"Nothing pleases me more," said Mr. Morgan seriously, "than to see you men get together in friendly competition. I would like to see all of our employes get together in regular social gatherings such as dances and entertainments. The Company will be glad to assist you in the arrangements. A series of entertainments have been planned at Harmony Hall, Slau-son and Second Avenue, and we hope this will be the beginning of closer friendships among all of us."

Mr. Morgan then asked the assembly to sing "Smiles," the theme-song of this new fellowship rally. Three hilarious choruses were executed and Mr. Morgan closed his remarks with a tribute to the Vernon Yard Cham-pions.

Superintendent of Transportation, L. L. Wimberly, was next introduced. Mr. Wimberly expressed regret on having been able to attend only one or two games but assured the teams he really enjoyed being there. On congratulating the Vernon Yard Team, not only on winning the 1937 Championship, but upon winning it two years in succession, Mr. Wimberly took occasion to thank them for letting another team win one game.

"I know all you boys have derived pleasure, not only in participating in the games, but in creating friendships which you would not have created if it had not been for the ball games.

"I hope this coming year I will be able to attend more games and I hope the best team will win, although being connected with the Transpor-tation Divisions, I would like to see one of these Divisions win. I am

afraid, however, that no Division will win unless they can produce a Di-Maggio, Babe Ruth or Lefty Gomez because these Vernon Yard boys really play ball."

Tremendous applause followed Mr. Wimberly's address. Mr. Ferguson then introduced the members of the official staff: Roy Ruggles, represent-ing Division One; Superintendent (Div. 4) Wm. H. Snyder; Superin-tendent (Div. 5) T. Y. Dickey; Bill

Morgan, Engineering Department; Austin Fleetwood, Superintendent of Vernon Yard; Charley Netz, Engi-neering Department; Bill Mott, Su-perintendent of Meter and Mileage; and H. F. Nelson, right-hand man to Mr. Wimberly.

After the presentation of the Tro-phy by Mr. Wimberly, the guests were entertained with an exhilarating floor show and the balance of the evening was devoted to dancing.

Division 3 Get-Together

Despite the rain, Division Three entertained a large number of em-ployes and friends Thursday, Decem-ber 9, at the Social Hall in Highland Park Playground. A well-balanced program, followed by dancing, made those present forget the inclement weather outside, and the time passed all too quickly.

Manager of Operations, C. E. Mor-gan, spoke on various phases of our work and his clear viewpoint of what

is needed to get our Company up among the winners in other cities was well received and without doubt will make all listeners do just a little bit more in their endeavor along these lines.

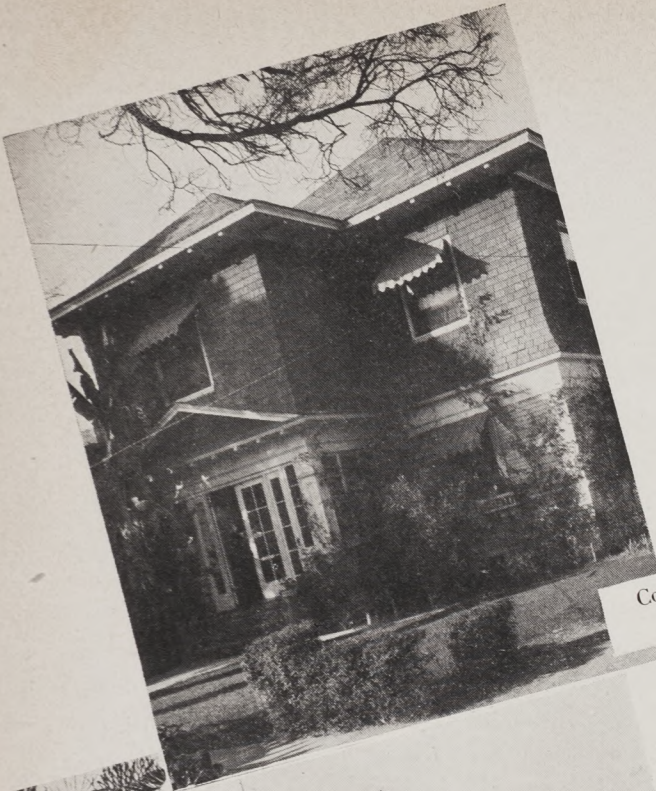
Division Three wishes to thank all who contributed to the success of this meeting, and trusts that the condi-tions will be much more pleasant when they repeat.



Entertainers at Division 3 Party. Front row, left to right: George Alwes, Catherine Van Riper, Barbara Crocker, O. H. Alwes. Back row, left to right: R. D. Lowry, Glenn Ray, Eddie Mills, Tecklah Robertson.

RAILWAY

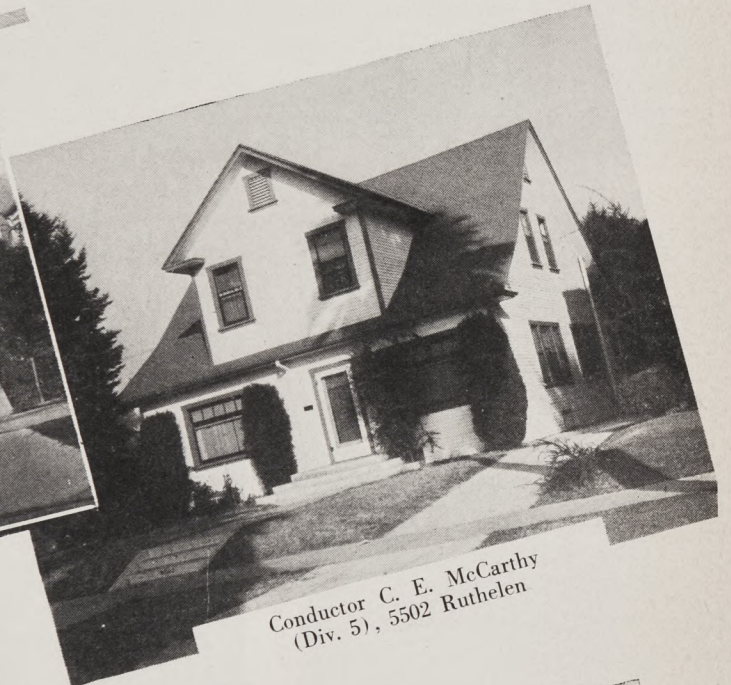
*Our Roving Photographer
Has Here Snapped a
Few of the*



Conductor I. L. Mattern, (Div. 4)
1617 West 12th Place



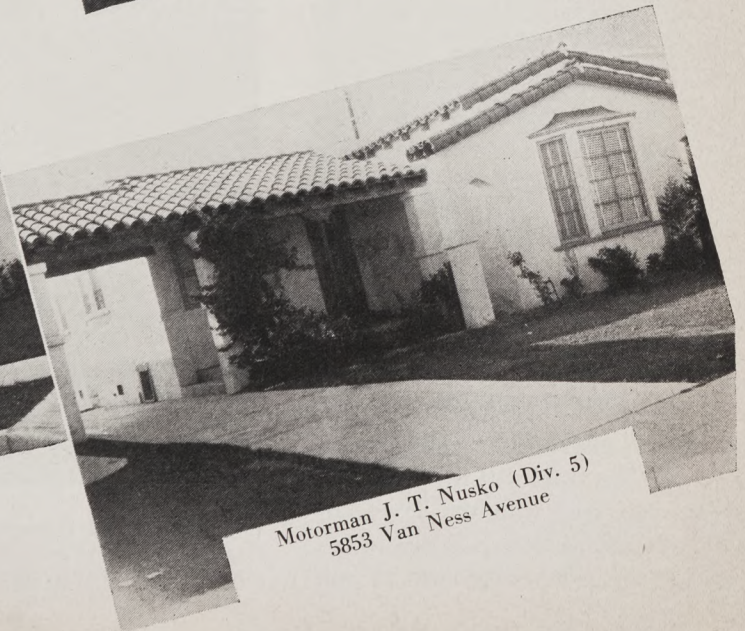
A. G. Sundeen (Shops)
1507 West 79th Street



Conductor C. E. McCarthy
(Div. 5), 5502 Ruthelen



S. J. Shapos (Shops)
1260 West 81st Street

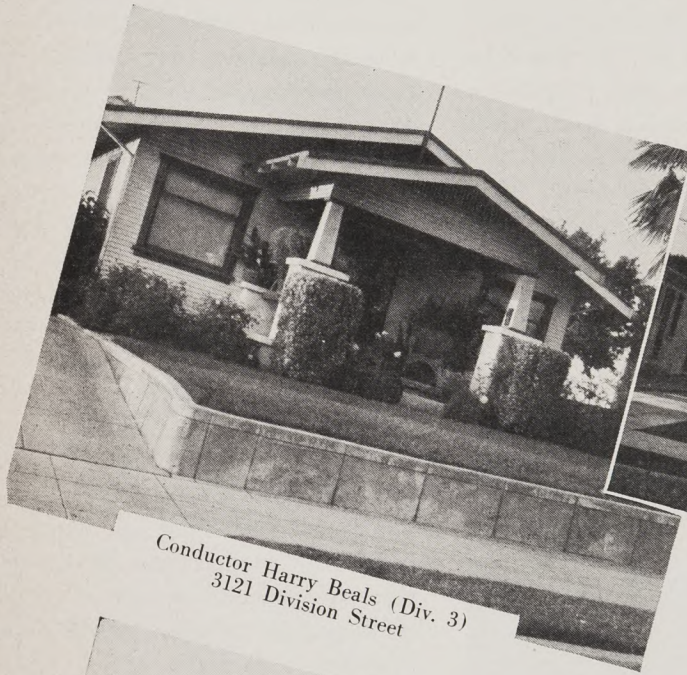
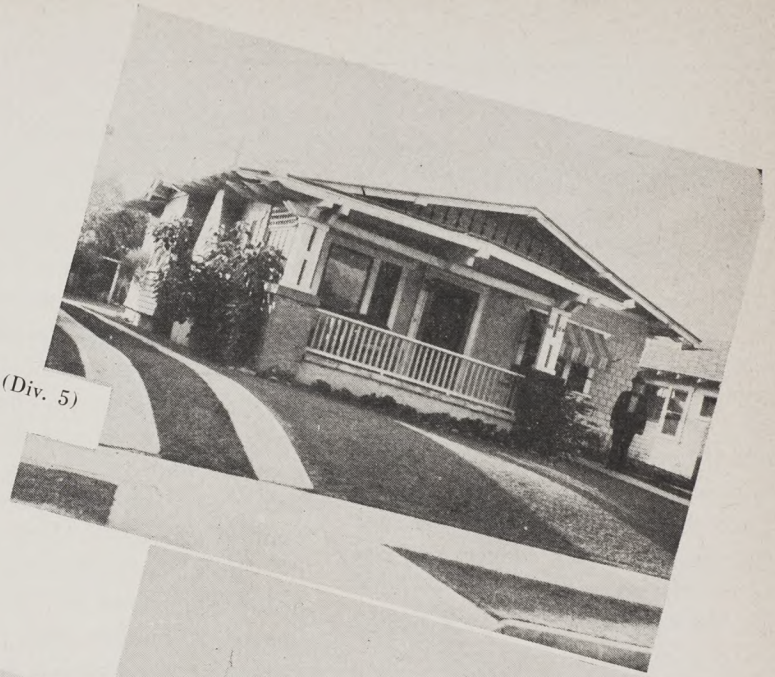


Motorman J. T. Nusko (Div. 5)
5853 Van Ness Avenue

HOMES

*Many Attractive Homes
Owned by LARY
Families*

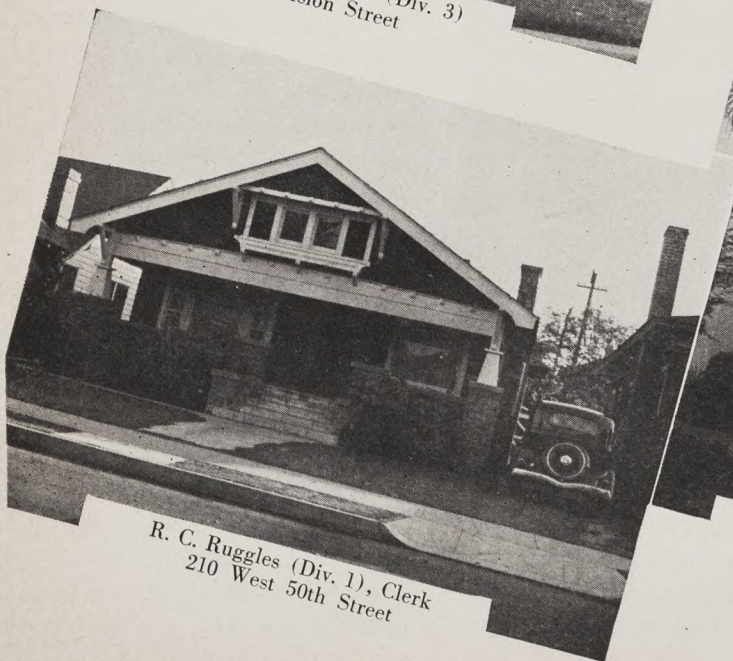
*Motorman E. W. Watson (Div. 5)
5429 Third Avenue*



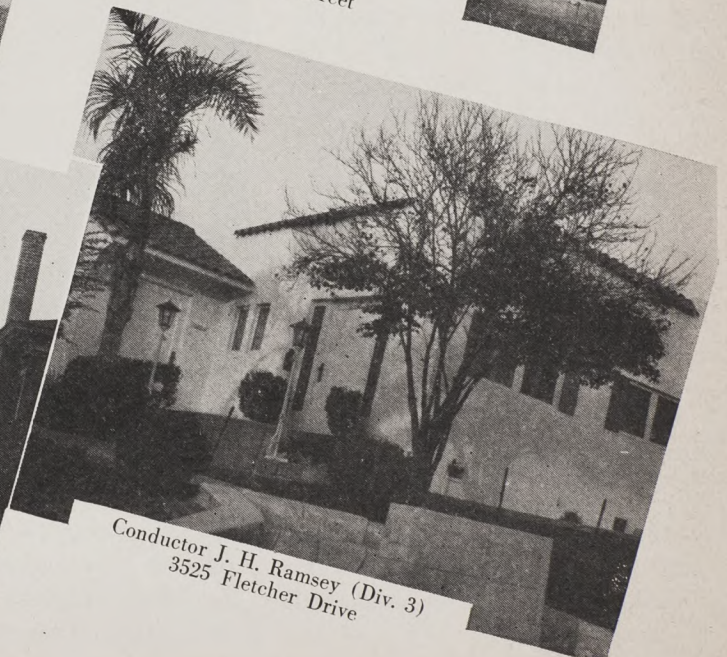
*Conductor Harry Beals (Div. 3)
3121 Division Street*



*C. L. Farrah (Div. 1)
433 West 47th Street*



*R. C. Ruggles (Div. 1), Clerk
210 West 50th Street*



*Conductor J. H. Ramsey (Div. 3)
3525 Fletcher Drive*

AROUND THE DIVISIONS

Division One

R. C. RUGGLES



Ye Scribe, who is new to the life of a columnist, will have to ask the indulgence of all of you until he gets into the swing of affairs. Being neither a Walter Winchell or a Mark Hellinger, some help may be needed, but am sure with your cooperation and my willingness, our news column will be enjoyed by all.

On October 28 three special meetings were called at Division One to explain the various kinds of accidents. The meeting was called to order by Mr. J. A. Bodley, our Superintendent, who in turn introduced Mr. C. E. Morgan, Manager of Transportation. Mr. Morgan defined the percentage of accidents in the Divisions and the possibilities of further preventing them. He also pointed out the importance of securing witnesses, however slight the accident may seem, and reporting same to the Dispatcher promptly. Mr. S. A. Woods, of the Claim Department, spoke further on the subject and gave reasons why blind accidents were costly, principally because there were no witnesses to help their Department in handling these cases. Mr. L. L. Wimberly, Superintendent of Transportation, next spoke on how much it means to all of us to use every possible effort to guard ourselves against accidents—especially in foggy and rainy weather and special occasions such as holiday times.

The sympathy of our Division is extended to Conductor W. D. Smiley who lost his wife in an automobile accident.

Mr. Ellis, our Foreman, has introduced a new idea to save time in case of miss-outs. When a man is called for a run, a card with the schedule for that run is handed to him, thereby saving him the trouble of copying schedule. The Office would appreciate any suggestions to improve it.

Speaking of hunters, often we read of the great exploits of the man who goes out and bags a deer—but our hunter goes out after real game. Operator C. P. Moore took himself to the wild spaces of Wyoming and bagged a 385 pound elk. We know he bagged it because he brought the evidence to the Division so all might see what a real hunter looked like. Incidentally, quite a number were fortunate enough to partake of some mighty juicy steaks.

WHO IS IT?



It's our belief that we have H. C. Messner, Supervising Foreman of Line Department on the left, and Joe Bell, former Lary employe on right.

We regret to announce the passing of veteran Conductor W. R. Stewart, of this Division, who made the final journey, after a short illness, on December 4. Our sincere sympathy to the family.

As we are now on the threshold of a new year it might be wise to take stock and if possible improve ourselves so that the coming year will show a decided change in our attitude towards life and man. We all have a tendency to become careless and abandon what really should be ideals. It is far easier to do what is just and right than that which is opposite. By our actions, we, to a certain extent, influence the actions of others. This can affect either for good or for bad. Cheerfulness, a smile, with tolerance thrown in, is a wonderful asset. It not only helps us build our bodies, but it stamps us as an individual who commands respect. Try this the coming year. See what a difference it makes.

The Division Superintendent appreciates the efforts of the men of this Division to build up their records. The fact that most of this has been voluntary speaks very well for the men. Our accident reports have dropped, as have the reports of violations and discourtesy. It is his desire to make this the outstanding Division on the property, and with the continuance of the effort you have put forth there is no reason why it can't be done.

Operator J. E. Alverson related an unusual circumstance which happened on his morning tripper. On two days in succession he used 48 Kilos, collected 48 tokens and 49 cents.

Operator P. A. Vannice had the misfortune to fall and cut his chin which required ten stitches. When asked if the operation hurt, he replied that he did not mind the stitches but objected to being hemstitched.



ELECTRICAL



WALTER WHITESIDE

On his day off recently, B. I. Boughton went big game hunting. Lady Luck deserted him and joined forces with the strong arm of the law. The damages were five dollars for not making a boulevard stop.

Welcome back on the job, W. G. Clardy. "W. G." has been off duty since May on account of a broken leg.

So H. B. "Curley" Runyon is the pioneer of the emergency truck crews. For confirmation of this ask Curley himself or read the *Sunday Times* of November 14.

Another vacation has come and gone for Lloyd Yeager. This year he only spent half the days at the Yards, the rest of the time he was directing operations at the Larchmont Loop.

We understand that Dick Payne's company is very much in demand every afternoon about 4:30.

Sammy Van Den Burg felt the weight of fatherhood resting on his shoulders and purchased a no-draft Ford by special request of Junior.

When the new heavy gang truck arrived, Joe Urban had his wife visit the Yards to see the truck and give her O.K. for Joe to ride on it. Now W. T. Smith is going to have his wife come and cast her approval on the pole derrick he rides.

The substation lawns are going through their annual overhauling and rejuvenation under the able supervision of James Rose and Walter Reece.

The sympathy of the Department is extended to the family of Frank Skelly during their recent bereavement.

To the members of the Electrical Department are extended the wishes for a very Merry Christmas and a Happy New Year.

Mrs. Frank Maloney is the owner of a nice, new 1938 Plymouth, and

Frank is the proud driver of the 1926 "Chev." By the way, what does Grace and Bob stand for?

Words cannot be put in print to express the feelings of Carl Brown of the Glendora Police Force. Carl says he was only going "55" and everybody travels that fast. The only consolation he received was being arrested by the Chief of Police.

Oz Land is a very busy man these days, building himself a new home.

During the past month J. W. Jack and W. Roark returned to duty after being ill several weeks.

Howard Jones enjoyed a two-day trip to Boulder Dam. It was his first visit to the Dam. He got some swell pictures.

L. H. Leusch suffered a slight injury when he slipped while working on one of the steel towers near the new Union Depot.

We understand that Miss Howell has some puppies she wishes to dispose of.

Roger Rees, since his transfer to the Power Department, says that he can sleep just as well during the day as he could at night. We wonder if he is really sleeping during the day now that he was recently seen in the company of a lady friend.



Division Three

L. VOLNER

'Tis strange how some of our older men will forget that on a principal holiday, such as Thanksgiving Day, Sunday schedules are in effect. Operators W. A. Clark and P. Wankier were thinking of their regular week-day time and failed to appear early enough for their runs, much to the delight of some of the boys who were "shining," and were glad to catch a run so early. Sunday time will also be in effect on Christmas Day. 'Twill

be well for men with early runs to remember.

During his Thanksgiving vacation Operator C. G. Ficklin of the "O" line visited in Phoenix, Arizona, and several towns in the Imperial Valley. He says Phoenix has only one street-car line, buses being used over the entire city.

Operator C. M. Neal and family are attending a family reunion at their old home in Texas during Christmas week.

Harry Tuttle, the popular manager of the Car Barn Cafe, wishes to announce that Christmas dinner will be served, as in the past, the price will be seventy-five cents, complete with all the trimmings. Half-portions for the children only will be fifty cents. Remember the place. Take or follow the "5" car line right to the door, at the entrance of Division Three.

A very special announcement in connection with the Car Barn Cafe: One of their most popular waitresses, Miss Edna Enderle, is to be married in the very near future. We did not get the lucky gentleman's name. Motorman M. L. White says it beats anything how some people get the breaks.

The entire staff of the Car Barn Cafe extends to all their friends a Merry Christmas and a Happy New Year.

Conductor J. E. Babson and Motorman J. W. Myers will spend the week after Christmas visiting relatives and friends in Salt Lake City.

Conductor M. J. Civey and wife have returned from an enjoyable visit with friends in Iowa.

Division Three extends sympathy to Conductor S. A. White, whose mother passed away during the early part of the month after a lingering illness.

After many years service on the cars, as Motorman, Mr. William Southers has left that position and is now flagging at the Union Pacific crossing on San Fernando Road. Mr. J. Brannick, who, until recently, oc-



Patricia Ruth, six months old daughter of Operator (Div. 3) and Mrs. J. H. Demaree.

cupied that station, has been put on the Special Roll and says he is now taking it easy.

One by one our men keep moving out into the country where they can have gardens, chickens, rabbits, or anything in the farming line which they may fancy. The colony in the vicinity of Rosemead has a new member in the person of Conductor E. E. Melick.

During the latter part of October, Conductor Ira Gott says he found an ideal fishing spot. It was Lake Henshaw near San Diego, and perch were so thick all one had to do was just drop in his hook and pull out a fish.

Division Three has one of the finest prospects in a Basketball Team that this Division has yet developed. The boys are very enthusiastic, and unless something unforeseen develops the trophy is coming to the place where it belongs. Under the management of Conductor Carl Morris the boys are sure to make it a go.

After a ninety day trip to Boston, Massachusetts, New Brunswick and many other Eastern points, Motorman W. O. Watson and wife have returned. They took a southern route in going and on their return came by the northern route, thus seeing the

principal points of interest of the United States. Mr. Watson says it was a most enjoyable vacation.

Conductor L. J. "Tex" Morris is back after a hurried trip to his old home in Texas where he was called by the illness of his father. He reports his father is much improved, which we are all glad to hear.

In keeping with the spirit of the season Division Three extends to all their friends best wishes for a Merry Christmas and a Happy and Prosperous New Years.



The young lady whose picture appears above is the ten-year-old daughter of Conductor (Division 3) and Mrs. T. C. Isbell. This youngster is winning merited recognition on both screen and stage for her ability, and her many friends are extremely proud of the progress she has made during the past few years. The current copy of Photoplay for December shows her picture taken in character. This appears on the page devoted to the Hollywood Junior Legion, which has a membership of juvenile screen stars.



F. F. ROBEY

Division One

V. R. Cook has been transferred from the Shops to this Division.

Harry Ogden made a very nice job of painting his Ford coupe, but the other morning it stopped on the way to work and he had to hitch-hike the rest of the way.

"Al" Williams and family made a very enjoyable trip to Antelope Valley.

We hear that if you ask for it in the right way, Noble "Romeo" Franklin will loan you his car—free—any time.

E. O. Arnold and wife made a week-end trip to Catalina Island.

Division Two

Mr. Sidney Cooper of the Westinghouse Electrical Engineering Company spent a few days here (also at Division Four) explaining the new P.C.C. cars. Needless to say—all the boys enjoyed his talks and profited by many things he told us, both in the instruction room and under the car where actual demonstrations were made. He was ably assisted by Mr. Fullman, the local representative of the Westinghouse Company.

Mr. George McCay is on the sick list. We hope he will soon be back with us. A. H. Hineman is working McCay's shift.

Mrs. F. F. Robey has been very ill the past two months, but is improving slowly.

Any one interested in optical illusions might learn something from Sam Cohn. Ask him what he saw on top of Swift and Company's smoke-stack one foggy morning.

Division Three

Jimmy Doovas took a trip to Taft one day. It won't be long, now. Another bachelor going West?

Phil Lathrop, the sheik of Fish

Canyon, is getting used to daylight at last.

Frank Marshall still buys his cake on Fridays.

Ted Clark should take out a patent on his Fendermobile. It's sure handy.

W. O'Neil took a fast trip to Kansas to see his father who is ill.

Division Four

Jim Inman is now the proud owner of a 1934 V-8 Ford coupe.

Ernest Frampton decided these mornings were a little too cool for the flowers, so he turned a tank of hot water in the flower bed.

The strange faces you see here are the boys from other Divisions taking instructions on the P.C.C. cars.

Everyone thought J. K. Lynch had bought a new car, but he says it's just the old "bus" dolled up a bit.

George Lendy and Tom Watts are working out of Division One temporarily, keeping the P.C.C. trouble down on the "3" line.

Cliff Parker and friends spent an enjoyable week-end in San Diego.

Division Five

We, the employes of the Mechanical Department of Division Five, wish to thank the Management for the modern locker rooms which have been built for us. They surely are appreciated.

I. Nelson, Night Cleaner, had the good fortune to sweep up a diamond, for which he received a reward of \$75.00 cash.

Jesse Tollin drove in front of another machine. Damages estimated at \$50.00. It pays to watch where you are driving.

L. W. Ferguson went rabbit hunting and came back holding the sack. He claims that the rabbits move around too much to hit.

Doctor: "I will examine you for ten dollars."

Patient: "Go ahead. If you find it, I'll give you half." ..

—Wednesday Nite Life.



C. J. KNITTLE

Somewhere, on another page of this issue, you have probably read of the promotion of our Foreman B. B. Boyd to the position of Acting Superintendent of Division Five where he has taken over the duties of Superintendent T. Y. Dickey who retired December 1.

The Division Four boys hardly knew how to take the sudden turn of events. We were happy to learn that our Foreman had been elevated to the rank of Superintendent but we had not figured on losing him in the process.

Late one afternoon, two days after the change, Superintendent Boyd dropped into Division Four unexpectedly. Motorman H. Berry followed him into the office and presented him with a handsome black onyx desk set equipped with two Sheaffer pens and black ash tray topped off with a glittering statuette of a wild horse, a gift from the boys of Division Four.

For a minute Superintendent Boyd was completely overcome. Then, with well chosen words, he expressed his deep appreciation and assured the boys that he would always look back to his twenty-five years of service here as a period of happy acquaintances and many happy experiences.

Superintendent B. B. Boyd entered this service as a conductor in December, 1912. In April, 1920, he was appointed Division Foreman and on December 1, 1937, he became Acting Superintendent of Division Five.

Also to be congratulated is Frank Ervin who entered the service at Division Four as a Safety Operator in January, 1921, became a regular Clerk in December, 1924, and was appointed Foreman of Division Four on December 1, 1937.

S. T. Cooper who became a Divi-

sion Four Conductor in June, 1919, was appointed Line Supervisor in June, 1923. After serving two years in that capacity, he voluntarily returned to the cars. In July, 1935, Conductor Cooper was appointed Extra Clerk and was advanced to Regular Clerk on December 1, 1937.

To those who are planning to attend the Division Four Vaudeville Show, Country Store and Dance at Westgate Masonic Temple Pico and New Hampshire) on Saturday, January 8, the committee wishes to advise that the show must start at 8 o'clock sharp in order that the program and Country Store which follows will not interfere unreasonably with the time allotted for dancing.

Operator Pat Stevers who, in baseball season, is Division Four's star catcher, says he hopes he can play ball again for this Division next season but goodness knows where he will be next Spring. Five weeks before last season closed, Pat was transferred to Division Three. Ten days before it closed he was transferred back to Division Four. Twenty-five days after it closed he was transferred to Division Five. Ten days later he was transferred back to Division Four. So who knows. Pat may be catching for Vernon Yard next summer.

By the way, the recent Baseball Banquet was an expensive affair for our good friend Harold F. Nelson. While enjoying himself inside, thieves broke into his auto and took possession of Harold's overcoat, hat and scarf.

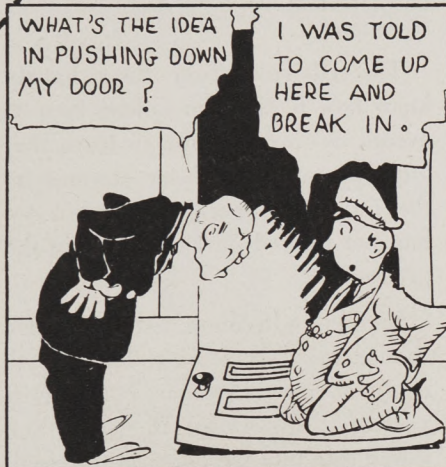
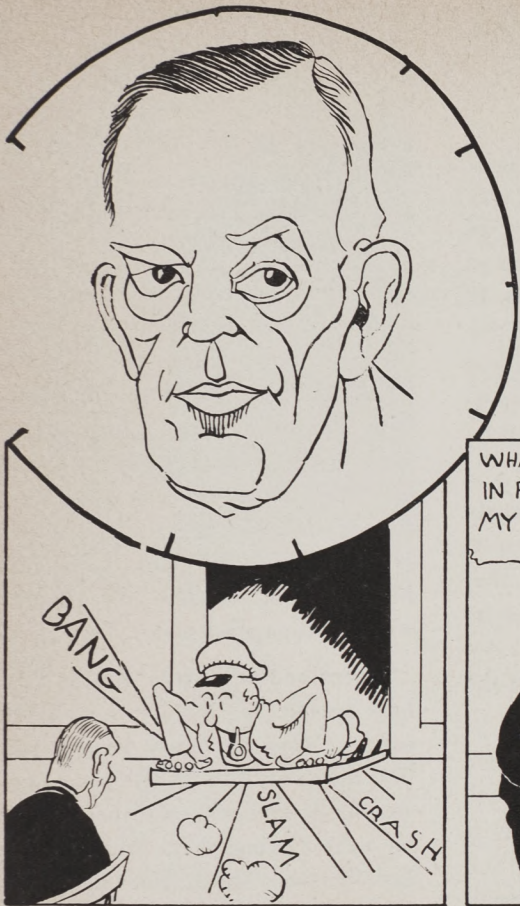
Motorman W. C. Waedekin is spending a sixty days leave visiting relatives in Ennis, Texas.

Switchman B. F. Routh returned recently from a thirty days trip to Missouri and Oklahoma and experienced some rather frigid weather with four inches of snow in some districts.

Our sincere best wishes are for a Merry Christmas and a Happy New Year to all.

Our Friend Ogle Thorpe Drops in to See Manager of Operations Morgan

—Guy Gifford.



16th Street Coach
CHARLES H. HARDY

B. R. Hobbis was severely burned about the legs when the gasoline he was siphoning from a drum to the tank of his car ignited. It is reported two cars and three garages were burned before the blaze was brought under control. At the time of this writ-

ing Hobbis was in the California Lutheran Hospital where he welcomed visitors.

A. J. Burk created quite a sensation the other day when he made relief downtown on a bicycle. H. A. Benny drove the bike with Burk riding the bar.

While out on business down town the other day our committee man, the Hon. R. L. Griffith, drove into an auto park in his new 1925 sport roadster.

The attendant came up to him and the conversation ran on something like this:

Attendant: "Do you wish to park that car here?"

Griff: "Yes."

Attendant: "It will cost you 25 dollars."

Griff: "But I only want to park for an hour."

Attendant: "Can I depend on that?"

Griff: "Yes."

Attendant: "The last car of this vintage left here cost us 25 dollars to have it hauled away."

D. W. Norris is back on the job after being away for several weeks with an injury received when as a pedestrian he lost a bout with a truck at an intersection.

Mike Besenty is known to the little girls out on the line as Dimples. That is a lovely sentiment kiddies.

Jimmy Kresge lost a few days on account of a "dilly" on his eye and when anyone asked him about it he gave them the "riffle-tiffle."

E. L. Welch has been hitting balls over the fence at the golf driving range. K. Funk does not believe it possible as he has never succeeded in putting them over so far.

Acting Superintendent H. C. Lehnhart wishes you and your families a Merry Christmas and a Prosperous and Happy New Year.

Coach operators who have been in the service 10 years or more are privileged to wear a gold strap on their caps; 5 years or more a silver strap, while those with less than 5 years service still have the regular black strap.

As a rule if a double deck coach should come to a sudden stop and a lady makes a three point landing down the stairs it is a serious case for the crew. But not with K. Funk and T. Richter. They were not even required to make out an accident report. Of course this happened on a studio special at Warner Bros. during the filming of a picture titled "Accidents Will Happen." As a safety measure the steps were padded for the occasion.

Business is getting so good out on the line that G. Buckman keeps thinking that his leader is running "hot."

It is reported that W. Stange has built a sturdy garage that will resist any kind of unusual weather.

A lady of foreign extraction boarded a coach piloted by Al Hitch on Beverly during the evening rush. Depositing four large shopping bags

in the coach she asked him to wait as there were more. Thinking that she probably had another bag on the curb, Al consented, only to see her enter the market and continue her shopping. With a large load of passengers and the traffic piling up behind, Al deposited the shopping bags out on the safety zone and continued on his way while the dear lady was still leisurely shopping.

The boys feel that if they can keep Al Rich and G. Simmons apart while making out their books there will be no arguments and peace will prevail.

Welcome to the following men from other Divisions who have recently become Coach Operators: G. A. Ver Valin, J. R. Hamilton, W. J. Cadd, E. R. Parker, G. D. Mothersbaugh, C. W. Burns, E. S. Caldwell, H. D. Smith, W. A. Rieson, E. R. Woodford, S. C. Hale, C. A. Manning, Jr., D. D. Bishop. Take a bow, boys.

GARAGE

Tom Jeffrey has been transferred to the Legal Department while Jack Ellis has left us to return to Texas. Filling in these vacancies are H. Nyström and L. J. Olson, brother of "Stubby" Olson. These newcomers are from Division 5.

Steen Parker ate turkey sandwiches for days, after winning an 18-pound bird in a bowling tournament.

Frank Hitchener's young son is recovering from severe bruises received when his arm was accidentally drawn up through a clothes wringer.

Everything is becoming streamlined including P. Wood who has given up third and fourth helpings with success.

Babe Ellis has been transferred to the day shift.

A wonderful father and son combination exists between Ed Serabia and his two sons. His oldest boy told a playmate recently that "Me and my dad can lick you and your dad." In view that the boy's father is a husky truck driver who weighs at least 220

Ed hopes that his boys will use a little discretion in the future.

It is reported that the Third Shift is planning a race between Mickey McNeil's Ford and Radio Jack Benny's Maxwell.

Floyd Nolf wants rubber fenders for Christmas. He claims the wear and tear on a parked car is terrific.

F. Delight well known yachting enthusiast is looking for a pair of sturdy oars since that two-cup percolator he installed in his 36-foot boat would not pull it against the tide.

Your Superintendent C. B. Lindsey wishes you and your families a Merry Christmas and a Happy and Prosperous New York.

Ed Sullivan and Bill Craig recently received checks from the Company for their ingenuity. Ed designed a new throttle control and Bill fashioned out a handy clutch wrench.

"Lucky" Rorer returned fat and rested from a trip to the East Coast.

Since "Ace" Penny, our lubrication expert, has overhauled his Chevy, he has had to install "pop-off" valves on each cylinder to keep from blowing the head off.

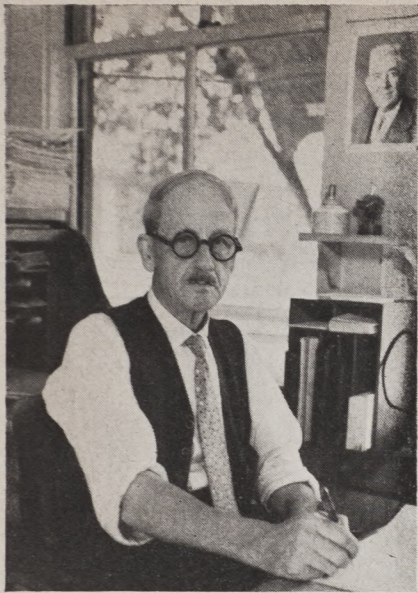
At the time of this writing John Marvel was still on the sick list. We miss his smile in the master pit.

Our jovial gas station janitor "Professor" O. Knox, had a rather distressing time the other morning. In his haste in leaving for work he grabbed up the clock instead of his lunch. The conductor on the car he boarded close to home drew his attention to his mistake—much to his embarrassment.

Wally Weberg has produced his annual growth of face fungi and it stands out very well under a load of mascara.

Tom Casey and Bill Decker went out rabbit hunting but evidently the rabbits spotted them first.

Black widow spiders hold no terror for A. J. Jackson. When bitten by one recently he felt no ill effects, but the spider died.



Retiring Superintendent T. Y. Dickey of Division 5.



Division Five

FRED MASON

FAREWELL. Following is a farewell message from Mr. T. Y. Dickey, Superintendent of Division Five.

"I am retiring effective January 1, 1938, and have been generously allowed thirty days vacation effective December 1, 1937.

"It is with deepest regret that I leave Division Five and the Company.

"It would be very hard to find a finer lot of men in one place, and I know I am going to miss you fellow.

"We all make mistakes, and I have made my share, but I venture to hope you will believe that any mistakes made, have been of the head and not of the heart.

"I am deeply grateful for the loyal support and cooperation you boys have given me, and trust you will continue to work to the best interests of our Company and to support my successor in the same manner that you have me and keep Division Five in the top spot.

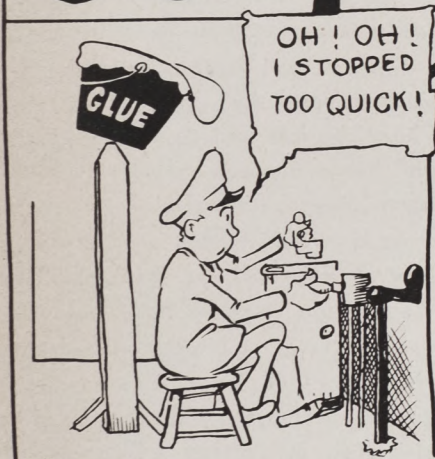
"From the bottom of my heart, I wish you all well.

Yours very truly,

T. Y. DICKEY,

Superintendent, Division Five."

Gadgets



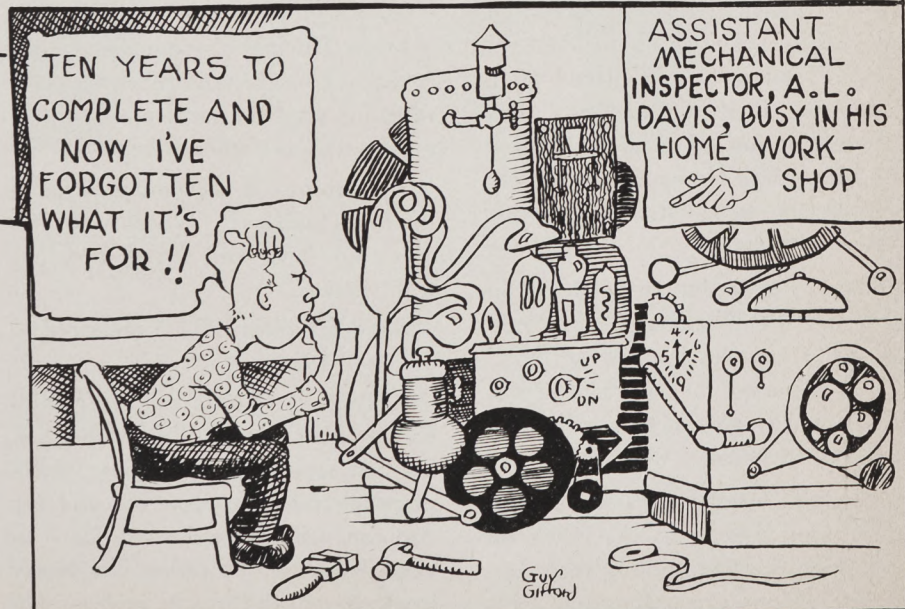
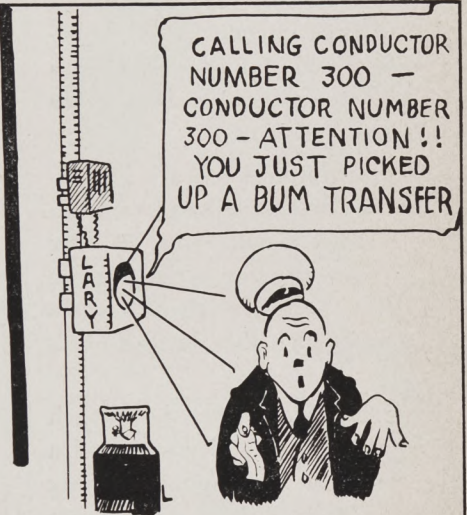
"PAT"
PATTEN'S PATENTED METHOD TO ELIMINATE ALL ROUGH OPERATION.

—Guy Gifford.



WHY NOT A RADIO STATION FOR OUR DISPATCHERS?

PAUL FORRESTER, DIVISION FIVE.



A few of our staff cartoonist's ideas on how to improve operation.

The boys of Division Five, and all his friends throughout the Company, join in wishing Mr. Dickey continued happiness throughout his retirement.

GREETING! To Mr. B. B. Boyd, our new Acting Superintendent. Mr. Boyd has been with the Company since 1912 and for the past 19 years has been filling the capacity of Foreman at Division Four. In taking over his new duties as Acting Superintendent of Division Five, Mr. Boyd feels assured that that he will receive the same loyal cooperation given to Mr. Dickey during the past, and that Division Five will continue in the top spot.

In a trade of Divisions we welcome Motorman R. E. Rice from Division One and bid farewell to Motorman F. T. Hollins, he having gone back to his original Division.

Motorman J. H. Simpson has been placed on the Special Roll.

If you want to see a fellow turn green, and we don't mean with envy, just invite Transfer Clerk Dick Hoyle to join you in a lemon malted milk. Dick took his wife and daughter into a drug store for malted milks one evening recently. Mrs. Hoyle ordered a strawberry, his daughter a vanilla, and Dick a lemon. Next morning found Mrs. Hoyle and her daughter enjoying the best of health, but Dick wasn't feeling a bit good, and after working for a couple of hours just had to go home.

We find Conductor Glen Musselwhite sporting around in a new 1938 Ford Sedan, the first around the Division.

It takes a monkey and a fire to get Conductor Frank J. Donnelly into the news, and, incidentally, into a lot of trouble. First of all we must tell you that Frank makes a hobby of monkeys—that is he has quite a collection of wooden, tin, iron and stuffed monkeys. He then bought a live monkey and that is where the monkey-business started. In the course of his getting acquainted with his newly acquired pet something went awry and the little monkey got mixed up and

sank his fangs into Frank's hand. Then shortly after that a telephone call came into the Division to get Mr. Donnelly home right away; that his house was on fire. When Frank arrived home his household effects were in a very sorry mess and sickening to look at. There was one humorous side of the whole thing though, and that was when the lady next door told the firemen that there was a monkey in the house. In went one of the firemen to the smoke-filled house, and in one of the rooms saw a monkey sitting on a wooden perch suspended from the ceiling. He reached up for it and the minute he touched the perch the monkey fell to the ground. The fireman picked it up and upon getting out into the street, where visibility was a whole lot clearer, he discovered he had a stuffed monkey. The neighbor lady then said, "No, not that one, there's a real live monkey in there." Back into the smoke again went the fireman and shortly afterwards emerged with a real monkey in his cage and to all appearances deader than the proverbial dodo bird. After about five minutes out in the fresh air, however, he came to and was as chirp as ever. Whether or not the monkey set fire to the house we do not know, but we do know that Frank is not teaching him to smoke.

Merry Christmas and a Happy New Year.



H. I. SCHAUBERT

The Vernon Yard Basketball Team is off to a good start with two wins, the first game with Division Five being won by a margin of only one point. In the second game the Vernon Team was trailing Motor Coach by two points at the end of the first quarter, when the rooting section, in the person of Charlie Netz, arrived. From there on the issue was never in



Left: "Sandy" Sanderson, ex-Conductor, Div. 1. Center, Scoutmaster C. P. Polin, Motorman, Div. 5. Right: Conductor Darnielle of Div. 1. This picture was taken at the Arthur Letts Boy Scout Camp.

doubt, Vernon being sixteen points ahead at the end. The present line-up of Carpio, Mendez, Salcido, Miranda and Carrillo are plenty capable of giving any of the teams stiff competition. The boys responded well to the support from a small but lusty rooting section. Come on out and watch the boys do their stuff.

Axel Weberg has just completed the cleaning of girder rails on the system. He and his men picked up over four hundred tokens and about forty dollars in coin, along with some two or three tons of scrap steel.

Bill Gains, Switch Repairer, shot a wildcat while on a recent rabbit hunt.

Carle Heffington has finally traded in the old battle-scarred Auburn. Nearly broke his heart to part with it, but Carl knows a bargain when he sees one. The new car is a nice shiny Dodge Sedan, second-hand, but only having been driven a few miles by a kindly old lady who never left the city streets and never drove over twenty miles per hour. How that car must yearn for the former owner.

Frank Bache was the victim of a painful accident in the Yard the other evening. A machine backing out of the garage knocked him down and severely strained the tendons of his legs.

The Early Birds scored a decisive victory over the Night Owls in a recent election held in the Track Department to determine whether morning starting time would be seven or eight o'clock. We now know that out of two hundred and fifty-three employees there are fifty-one who prefer a late breakfast.

Bill McEwan had to lay off for a few days to recover from an influenza attack.

Harry Diebert is having a tough time of it. He has been on sick report since November 1.

Charlie Smith again got his limit on the opening day of quail season this year.

George Jamison also went quail hunting. He returned empty handed, however. A well founded report has it that George did not see a single bird due to the fact he spent the day in peaceful slumber under a tree.

There are still a few seats available for spectators at the basketball games. Although the turn-out is far greater than in former seasons, the team is far better and deserving of our support. Manager Caryl Thompson and his team are working under a severe handicap due to lack of a suitably located practice court. At present they are using a gymnasium at Avenue Sixty-one and Monterey Road. However, they are out to win and are not going to allow such an inconvenience spoil their team. It is a game bunch of good sportsmen. All they lack is a little moral support to put 'em over. Think it over and see if you cannot spare the time on Friday nights to come out and root for a swell team.

The sympathy of the Track Department is extended to Ed Cavanaugh on the death of his brother Joseph, who was a fireman on the Southern Pacific and was killed in an accident near Simi, California.



F. ARLEIGH FRAZIER

T. T. Frue has his lunch put up in a cafe and you know how these Scotchmen are. They will always pick the largest of anything. Well he picked up his lunch and when he went to eat it he discovered he had a large head of cauliflower.

John Mathis was late getting home one evening and he has been in the dog house ever since but this will square him with his wife we hope. The reason he was late was he ran into a policeman and he kept him from getting home on time. John thinks maybe this won't square him as he is bargaining for a car radio with Roy Williams to put in his 1920 Model T Ford. Griff, says he he can't make a deal with Roy that he has one with an amplifier attached so he will be able to hear while traveling along.

Jullian the transfer table man can get out of all cars except the PCC cars and the windows make the best exit for him, especially after the air has built up and the doors close. He asked W. C. Brown for more work to reduce his weight and Walter's formula will do the trick if followed.

Ed Bremm has some very good extension cords that won't work.

Frank Ross asked Henry Stockman if he should drain the oil out of a tank before he drilled a hole into it.

Robey, Jr., brought a cigar to A. Kilgore and it was about 1 inches long and 1½ inches in diameter. Kilgore hasn't gotten up enough courage to try to smoke it yet.

Mr. Boswell bought a piano from Howard Lock for \$40. Good for Howard, he claims he made \$30 on the deal.

Hard luck for Ed. Lock,. He says he fell asleep at a party and when he came to he had lost \$14.

We find our friend Bob Allen, the big honey and goat man, is in the

market for a cheap truck from someone who will take goats and honey in trade.

Besides training chickens to ride on his gas tank we find L. Mathews has trained rat dogs to keep the rats from eating the chickens.

We see where Ed. Lindy has the best Ford on the market. He told us he got her up to 95 miles per. We believe the per all right.

O. C. Schmokel is sick in the hospital.

Fred Domeika is sick at home.

Al. Dillenger has returned home from the hospital and is getting along nicely.

We express the sympathy of the boys in the shops to the families of Geo. Singer and William Travers.

E. Lock came to work one morning late with his neck all tied up. He says his dog bit him. . .

Have you noticed how nice and fresh Harry Longway looks lately? The reason is he won three cakes of Camay Soap, the "Soap of Beautiful Women" at the LARY Women's Club Carnival.

H. L. Prudhon is off on a vacation looking after his turkeys. He has some very nice ones for sale.

Please send all back cover pages of the October issue of Two Bells to O. Rivers as he wants to use them for Christmas presents.

Otto Purcell has returned to work after a few months off on the sick list.

W. A. Maitland is expected back to work the first of the month.

O. C. Schmokel is in the hospital for an operation.

Vic Lee and Eddie Miller are confined at home with broken ankles received while playing indoor baseball.

NEWS FLASH! We have always suspected Roy Blaize was half asleep and now we know it as he wore his bedroom slippers to work the other morning.

Virgil & Santa Monica Coach



D. S. COBURN

The Sunset Conductors are busily engaged in breaking in on the various lines in preparation for the replacement of our double deck coaches by new single decks, on the Sunset Line.

Our former General Manager, Mr. Van Vranken and Mrs. Van Vranken have just returned from an extended motor tour of the Eastern States and Canada. The trip evidently was of great benefit to both as they are looking fine. Mr. Van called at Virgil and was happily greeted by his many friends.

Elmer Stowe is once more able to grin as his wife has returned from a two months vacation trip. Mrs. Stowe enjoyed the trip which took her back home for a long awaited reunion with her folks.

Assistant Manager D. D. Canning and wife have just returned from a trip East. They drove home in a new DeSoto sedan.



Evangelina, 20 months old daughter of Mr. and Mrs. Jesus Rosales (Track Department)

The safety plan at Virgil is in full swing and while a good showing is being made, improvement is not impossible. At our last safety meeting the men were presented with leather folders for their safety certificates. The folders were furnished through the courtesy of the Associated Oil Co.

The new lighting facilities in the Virgil offices have been completed and they are greatly appreciated by those who have to work nights.

The safety drive being conducted at Virgil completed its first 30-day period. At a safety meeting those men who had completed the period without a chargeable accident were presented with a certificate in recognition for the efforts to promote safety. The certificates bear the signatures of Chief of Police James E. Davis and F. C. Patton our General Manager. Mr. Morgan was present and gave the men an interesting and educational talk on accident prevention.

Mrs. L. G. Hubbert, wife of Virgil Operator, was struck down by a car several weeks ago and injured seriously. However, she is recovering nicely.

Operator Cliff Hays is doing his stuff in a new Plymouth. What is this secret of success, Cliff?

Operator Bice is on the sick list having sustained painful injuries when a fare box fell on his foot.

A man boarded a coach a few days ago, took a seat in the rear and proceeded to light a cigar. The operator called his attention to the sign "No Smoking" and the man replied that he saw the sign but that he was in the rear of the coach where no signs were displayed.

Virgil Mechanical Department

The boys in the Mechanical Department are enjoying the new heater that has been installed in their locker room.

Joe Grimsley of the Stock Room is recuperating after a severe attack of flu. Operator Bill White has been helping out in his absence.

TRADING POST

Would like to exchange Postage Stamps with any other collectors. Also buy for cash any stamp collections or quantities, used or unused, United States and British Colonies preferred. Write A. G. Williams (Motorman, Division 5), 1224 West Eighth Street, Apt. 208, Los Angeles.

FOR SALE—An upright James-Holmstrom piano, perfect condition, \$50. M. B. Pearce, 10416 Burin Avenue, Inglewood.

FOR SALE—Ford Sedan, 4-door. Good rubber, new paint, good motor. \$50. J. B. Atchison, 1336 West 41st Street, Los Angeles.

XMAS DISCOUNTS

The Christmas Season is here again and the Cigar Stand in the building is ready, as usual, to help solve some of your Holiday needs.

A regular discount will be given on all box candy and cigars. Subscriptions and renewals taken on all magazines and newspapers.

Thanking all for your past patronage and wishing all a Merry Christmas and Happy New Year.

D. L. GRAGG,
Lobby of Main Building.

Boss (pointing to cigarette stub on the floor): "Jake, is that yours?"
Jake: "Not at all, sir—you saw it first."

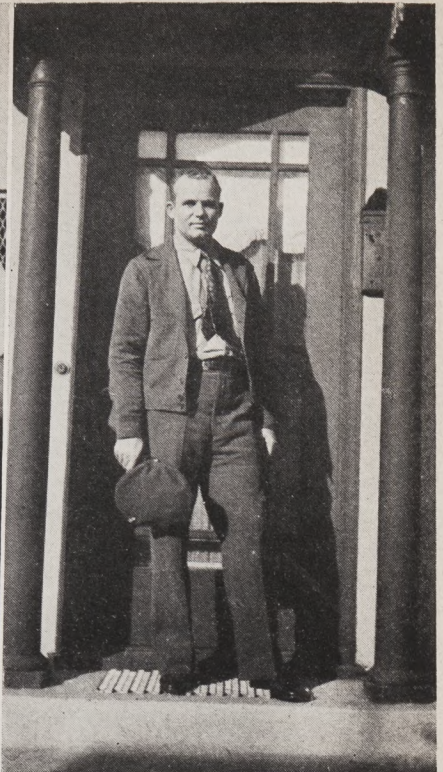
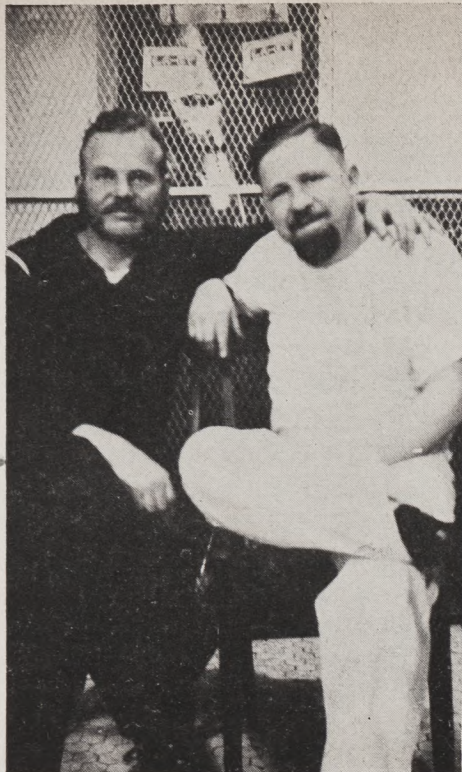
Lady: "Do I pay anything for children?"

Conductor: "No fare for all under four."

Lady: "That's fine, but how much for the other four? I have eight."

Nurse: "I think he's regaining consciousness, doctor; he tried to blow the foam off his medicine."

Sailor Phil Henley (left) and Barber C. T. Davey aboard the U.S.S. Argonne near the Aleutian Islands, Alaska, where sailors can't shave and even ship barbers grow beards. Extreme right: Phil Henley today LAMC man.



Diving Days

Coach Operator Former Navy Underwater Man

By C. J. KNITTLE

"DURN that tender," muttered Diver Phil Henley after four signals to be brought to the surface aroused no action from his deck attendant. For one hour and forty minutes, Phil had been under water examining the seams of the U. S. S. Swallow.

Two days previously, in a storm off the Aleutian Islands, the Swallow had been driven aground by heavy seas. At high tide the following day, two sister ships, the Kingfisher and Bobolink, venturing as closely as possible, towed the stricken boat to mid-stream.

The Swallow was taking water but pumps kept it afloat and hogging lines were drawn around the bottom so that divers from the U. S. S. Argonne and Brandt could inspect the seams to determine if she was sufficiently seaworthy to proceed on her

own power to Bremerton Navy Yards for repairs.

This was in May 1933. For several weeks the five boats had been cruising in and around the Islands surveying for a naval base and fortifications. Henley, a Boatswain's Mate, Second Class, assigned to the Argonne, had nearly ten years service. In a diving drill off Diamond Head Light, Honolulu, he had descended to a depth of 307 feet and held an under-water time record of 4 hours and 27 minutes. These, however, were tests with controlled descent and no work combined.

In his present plight, Phil was exhausted. In that hour and forty minutes of strenuous work he had not only supported his own weight but also his full equipment; an 18-pound suit, 59-pound helmet and breast-plate, 75 pounds of lead in the belt

and 48 pounds of lead on the shoes.

Ordinarily, with oxygen supplied by high compression, Phil could have blown up his suit and floated to the surface. Under pumps, however, which was the case, the air was limited and inflation impossible. For the first time in his diving career his life was in the hands of his tender.

The survey had found the depth at this point to be 300 feet. A swift descent into that pressure would be fatal.

Desperately Phil attempted to climb the hogging line, gained five feet and his arms gave out. A second later his grip failed and Diver Phil started the descent to death.

Soon the silver-like bottom of the Swallow had vanished from his sight. Then came flashes of his boyhood days in Bradbury, Texas, and high school chums in Muskogee, Oklahoma. Former boats on which he had served, the U. S. S. New York, Texas and Wyoming seemed to pass in review, and flashes of the Caribbean cruise, the Atlantic Coast, New York, Norfolk, Panama and Honolulu all blinked in rapid succession. Then, brighter than all, came a vision of a beautiful girl, his bride, waiting patiently in the little home they had set up in Wilmington.

Suddenly, far away, he again saw the silvery bottom of the Swallow. Something had happened. It was coming toward him. Faster! It almost struck him! In a few seconds Diver Phil Henley realized that he was being hauled aboard.

A fellow-diver, preparing to descend, discovered Phil's life-line being rapidly drawn into the water and grabbed it. The tender did not attempt to give any reason for his inattentiveness and Phil was too glad to be saved to reprimand him. Phil's only ill effect was numb hands and he smiles when he tells how they had to feed him like a baby for three days.

On September 19, 1934, his enlistment expired and Phil went home with the intention of moving to San Francisco where he was certain of getting immediate employment at ex-

cellent pay as a diver on foundation work for the new San Francisco-Oakland Bridge.

No doubt Mrs. Henley asked, "Don't you love me, honey?" for Phil soon changed his plans and took a job pressing clothes in a cleaning plant.

Two months later, however, in November, 1934, Diver Phil became Operator 545, Los Angeles Motor Coach Company and in these past three years has built up an enviable reputation for courteous, good service on the various lines.



—Guy Gifford.

"I make him pack his own lunch!"

ARE YOU MAKING USE OF THE LIBRARY? NEW BOOKS RECEIVED

The Middle Way in Industry. Schmidt. Industrial relations in urban transportation. 1937.

Moody's Public Utilities for 1938.

Public Utility Industries. Wilson, Herring, Eutsler. 1936. A survey of public utility enterprises together with an explanation of their organization, management, services and rate structures.

Electric Railway Handbook. Richey. Data on electric railway practice for operating, designing, and construction engineers.

Electrical Engineer's Handbook. Pender-Del-Mar. 1936. *Electric Power:* contains information on air-conditioning, automotive electrical engineering, power transmission and distribution, properties of materials, etc.

Automotive Electricity. Croft.

Handbook of English in Engineering Usage. Howell.

What Engineers Do. Binger. An outline of what has been accomplished in engineering and a simple description of some of the methods used.

Mighty Engineering Feats. Salt. 1937. The story of ten great engineering feats of America. Includes the First Transcontinental Railroad, Alaska Railroad, The Boulder Dam,

The San Francisco-Oakland and Golden Gate Bridges.

Conducting Foremen's Meeting: Leadership method and discussion plans.

Social Security. Stewart. 1937.

The New World of Science. Collins. Simple explanation of some aspects of science. For example, television, robots, the photoelectric eye, radio transmission of power, and so on.

Chemistry of Familiar Things. Sadtler. A non-technical discussion of the chemical composition of the things about us. The author discusses air, water, metals, rocks, soil, food, and other familiar things.

Exploring the Heavens. Fisher. 1937. Contents include: "New Worlds in the Making," "Eclipses of the Sun," "Earth and Neighbor Worlds," "The Astronomer's Workshop."

The Next Hundred Years: the unfinished business of science. Furnas. 1936. A survey of the sciences and the work to be finished in them. An emphasis on the social and economic implications.

How to Use Pictorial Statistics. Modley. 1937. A handbook on the design and use of pictographs for simplified presentation of all kinds of statistical data.

S P O R T S

Basketeers Get Off to Flying Start

By C. J. KNITTLE

In the most thrilling and bitterly fought game of the opening night, November 5, the Vernon Yard boys eked a 17-16 win from the Division Five Champions of last season.

Over three hundred spectators filled the seats and crowded the doorways to watch the contest and in the three other games slated for the opening set, Division Four took a 16-9 win over Division One; Division Three took a beating from South Park Shops 16-9, and L.A.M.C. triumphed over their 16th Street cousins by a 25-12 margin.

In the second set, November 12, the Division Five lads redeemed themselves by defeating the 16th Street Coach team 38-17. Division Three also changed tactics and trimmed the Division Four boys with a 44-29 score. South Park Shops squeezed a hard fought victory from the Division One gang 24-22, and Vernon Yard added a second win to their record by defeating L.A.M.C. 53-35.

In the third set, November 19, Vernon Yard took its third win from the Division One team 33-27. South Park Shops also added a third win by out-scoring Division Four 19-10. Division Three "rassled" a 43-40 game from the 16th Street Coach boys, and Division Five went to town against L.A.M.C. with a 28-18 win.

All the teams, it may be said, are putting up excellent competition,



SOUTH PARK SHOPS BASKETBALL TEAM

Front Row (left to right): N. C. Farmer, R. P. Chamberlain, Capt., W. L. Whitaker, Mgr. Back row (left to right): B. Miller, L. Stanley, Bob Ross, H. Miller.

show splendid coaching, and very little can be predicted as to the outcome of this fourteen weeks season.

All employes and their friends are most cordially invited to the games which are held at Lincoln High School, 3625 North Broadway, every Friday evening starting at 8:00 p.m. with the exception of Friday, December 24 and Friday, December 31.

The scores, standings, and high-lights follow:

NOVEMBER 5, FIRST GAME

| | |
|-------------------------|--------------|
| Div. 1—9 | Div. 4—16 |
| Franklin (4).....F..... | Boyer (5) |
| Mann.....F..... | Weaver (8) |
| Milroy (2).....C..... | Waggoner (0) |
| Duncan (3).....G..... | Curry (3) |
| Jacobs.....G..... | Spence (0) |

Score by Quarters

| | | | |
|--------------------|---|---|-------|
| Division One..... | 2 | 4 | 4—9 |
| Division Four..... | 7 | 9 | 13—16 |

Division Four went to town against Division One although the Central Avenue boys have a much better team than last season. Weaver was high point man for Division Four.

SECOND GAME

Div. 3—9 South Park Shops—13
 Robinson.....F.....B. Miller (0)
 Broman (2).....F.....H. Miller (2)
 Christensen (2).....C.....Stanley (0)
 Vance (2).....G.....Farmer (6)
 Triboulet.....G.....Chamberlain (5)
 Substitutes for Division Three: Evans (2) and Cosgrove (1).

Score by Quarters

Division Three..... 2 4 5—9
 South Park Shops..... 3 8 8—13

It was a hard fought game with the South Park lads carrying a steady lead. Both teams played well. Chamberlain and Farmer piled up the points for the Shops team.

THIRD GAME

Div. 5—16 Vernon Yard—17
 Ullrich (3).....F.....Carpio (9)
 Smith (7).....F.....Miranda (3)
 Pace (4).....C.....Mendez (4)
 Scott (2).....G.....Carrillo (0)
 Clark.....G.....Salsido (1)

Score by Quarters

Division Five 0 3 9—16
 Vernon Yard 0 9 12—17

It was a hot game with Vernon Yard upsetting the Champs. Carpio was outstanding.

FOURTH GAME

16th St. Coach—12 L.A.M.C.—25
 B. Jeffries (5).....F.....Lewis (1)
 Clark (4).....F.....Wycoff (4)
 Lehman (3).....C.....Blumm (2)
 Pitts.....G.....Owens (1)
 T. Jeffries.....G.....Reynolds (11)

Substitutes for L.A.M.C.: Pallas (6).

Score by Quarters

16th St. Coach..... 3 5 7—12
 L.A.M.C. 3 13 17—25

L.A.M.C. went to town after the first quarter and with Reynolds' eleven points, the game was in the bag for the boys from Virgil.

NOVEMBER 12—8:00 P.M.—Court No. 1
 Div. 1—22 South Park Shops—24
 Franklin (6).....F.....Whitaker (2)
 Roberts (4).....F.....B. Miller (1)
 Milroy.....C.....H. Miller (4)
 Mullenax.....G.....Chamberlain (5)
 Johnson.....G.....Ross (10)
 Scoring Substitutes: Duncan, Div. 1, (2), Mann, Div. 1, (2), Jacobs, Div. 1, (8) and Stanley, Shops, (2).

Score by Quarters

Division One 2 12 17—22
 South Park Shops..... 6 12 21—24

Another good game with each team playing a fast defensive. Ross's ten points, however, won the game for Shops team.

COURT NO. 2

L.A.M.C.—35 Vernon Yard—53
 Lewis (13).....F.....Carpio (21)
 Wycoff (10).....F.....Miranda (10)
 Pallas (12).....C.....Mendez (16)
 Strong.....G.....Carrillo (0)
 Crownover.....G.....Salsido (6)



DIVISION THREE BASKETBALL TEAM

Front Row (left to right): C. W. Morse, Mgr., J. F. Kohler, W. W. May, G. K. Hardwick, V. J. Eulberg. Second Row (left to right): E. J. Christensen, R. W. Barnett, G. E. Broman, W. D. Nickell, W. S. Vance. Back Row (left to right): N. R. Cosgrove, M. A. Triboulet, B. S. Evans, H. Andrews, C. A. Woods, C. T. Robinson.

Score by Quarters

L.A.M.C. 12 17 26—35
Vernon Yard 10 19 38—53

Vernon Yard was hot this time, every man playing a bang-up game. Lewis, Wycoff and Pallas stood out for the L.A.M.C. team.

9:00 P.M.—COURT NO. 1

Div. 5—38 16th St. Coach—17
Maxwell F. Lehman (1)
Ullrich (11) F. B. Jeffries (10)
Smith (14) C. Pitts (4)
Scott (2) G. T. Jeffries (2)
Clark (1) G. Turner (0)
Substitutes for Division Five: Pace (8), Weber (2).

Score by Quarters

Division Five 6 15 26—38
16th St. Coach 5 8 15—17

It was a walk-away for Division Five. Both teams played well defensively but Coach appears to be having trouble in getting their offensive plays organized.

COURT NO. 2

Div. 4—29 Div. 3—44
Weaver (5) F. Robinson (9)
Boyer (13) F. Broman (25)
Waggoner C. Barnett (2)
Curry (6) G. Vance (4)
Whitcomb (3) G. Evans (3)
Scoring substitutes: Spence, Div. 4, (1), Brown, Div. 4, (1), Triboulet, Div. 3, (1).

Score by Quarters

Division Four 11 16 23—29
Division Three 14 22 36—44

Division Three turned out to be the hot wire for Division Four this time. Broman's 25 points was the highlight of the game. Boyer did well for Division Four, stacking up 13 points.

NOVEMBER 19—8:00 P.M.—Court No. 1

Vernon Yard—33 Div. 1—27
Carpio (7) F. Jacobs (5)
Max (2) F. Duncan (6)
Mendez (12) C. Franklin (12)
Salsido (12) G. Mullenax (0)
Gene G. Craft (0)
Substitute for Division One: Roberts (4).

Score by Quarters

Vernon Yard 10 17 28—33
Division One 7 12 21—27

Vernon played a fine game, taking many chances of all kinds and were unusually lucky. Division One played an aggressive game with lay-back guard and shows prospects of going places this season.

COURT NO. 2

South Park Shops—19 Div. 4—10
Stanley (2) F. Weldish (1)
Farmer (5) F. Rowe (2)
Miller (9) C. Brown (1)
Chamberlain (2) G. Spence (1)
Ross (1) G. Waggoner (0)
Substitute for Division Four: Boyer (5).

Score by Quarters

South Park Shops 7 11 15—19
Division Four 4 5 5—10

This game was well played considering that Division Four was unable to produce all their players. Miller played an outstanding game for Shops as well as piling up the most points.

9:00 P. M.—COURT NO. 1

Div. 3—43 16th St. Coach—40
Robinson (4) F. Clark (0)
Broman (21) F. B. Jeffries (15)
Christenson (10) C. Lehman (15)
Vance (1) G. Pitts (2)
Triboulet (7) G. T. Jeffries (2)
Substitute for 16th St. Coach: Turner (6).

Score by Quarters

Division Three 6 19 29—43
16th St. Coach 8 21 30—40

The fastest game of the season. Both teams played furiously for high score and no guess could be made on the outcome. A little stronger defense should put the Coach boys well up in the standings.

COURT NO. 2

Div. 5—28 L.A.M.C.—18
Ullrich (10) F. Lewis (4)
Smith (4) F. Pallas (9)
Pace (5) C. Strong (0)
Scott (5) G. Wycoff (4)
Brown G. Crownover (1)
Substitutes for Division Five: Weber (2) and Bunch (2).

Score by Quarters

Division Five 3 9 18—28
L.A.M.C. 2 8 11—18

This game was close and hard fought. Ullrich was high point man with ten points while Pallas led the losers with nine points.

DECEMBER 3—8:00 P.M.—Court No. 1

Div. 4—34 Vernon Yard—36
Weaver (2) F. Carpio (9)
Boyer (10) F. Carrillo (3)
Brown (4) C. Mendez (12)
Spence (2) G. Aribello (2)
Rowe (2) G. Salsido (10)
Scoring substitutes: Koonter, Div. 4, (2), Hipes, Div. 4, (12).

Score by Quarters

Division Four 10 18 29—34
Vernon Yard 12 18 30—36

Both teams played a good all-around game. Boyer and Hipes piled up the points for Division Four while Carpio, Mendez and Salsido did well toward putting Vernon over.

COURT NO. 2

L.A.M.C.—45 Div. Three—44
Lewis (1) F. Robinson (4)
Pallas (17) F. Broman (24)
Strong (15) C. Christenson (2)
Crownover (6) G. Evans (2)
Wycoff (6) G. Vance (9)
Scoring substitutes for Division Three: Barnett (2) and Triboulet (1).

Score by Quarters

L. A. M. C. 17 23 35—45
Division Three 20 28 38—44

Another excellent game with Division Three leading till the last minute of play when L.A.M.C. outscored them with a one-point lead. Broman was hot for Three scoring 24 points. Pallas led the L.A.M.C. point makers with 17 and Strong piled up 15.

9:00 P. M.—COURT NO. 1

Division One—11 Division Five—29
Jacobs (1) F. Ullrich (0)
Franklin (3) F. Smith (8)
Milroy (2) C. Pace (7)
Bresnick (1) G. Scott (8)
Drish (1) G. Brown (1)
Scoring substitutes: Duncan, Div. 1, (2), Craft, Div. 1, (1) and Weber, Div. 5, (5).

Score by Quarters

Division One 2 5 8—11
Division Five 12 18 22—29

Division One played an aggressive game but the Division Five lads held them down with a strong five-man defense.

COURT NO. 2

South Park Shops—25 16th St. Coach—27
Whitaker (1) F. Lehman (13)
B. Miller (2) F. Clark (2)
H. Miller (11) C. Pitts (8)
Chamberlain (6) G. T. Jeffries (0)
Ross (2) G. Turner (4)
Scoring substitutes for South Park Shops: Farmer (1) and Stanley (2).

Score by Quarters

South Park Shops 6 16 19—25
16th St. Coach 8 21 24—27

Another good game from start to finish with H. Miller of Shops and Lehman of the Coach team piling up most of the points.

DECEMBER 10—8:00 P. M.—Court No. 1

Div. Three—44 Div. One—27
Christenson (8) F. Mullenax (6)
Robinson (8) F. Franklin (9)
Barnett (9) C. Milroy (4)
Vance (8) G. Johnson (2)
Evans G. Craft (2)
Scoring substitutes: Broman, Div. 3, (11), Lomax, Div. 1, (2), and Bresnick, Div. 1, (2).

Score by Quarters

Division Three 10 21 34—44
Division One 5 5 18—27

Division Three played a good cooperative game. There was no outstanding plays.

COURT NO. 2

Vernon Yard—26 16 St. Coach—28
Carpio (9) F. B. Jeffries (9)
Miranda (8) F. Clark (2)
Mendez (6) C. Pitts (2)
Aribello G. T. Jeffries (6)
Salsido (3) G. Turner (2)
Scoring substitutes for 16th St. Coach: Lehman (7).

Score by Quarters

| | | | |
|----------------|----|----|-------|
| Vernon Yard | 10 | 19 | 21—26 |
| 16th St. Coach | 10 | 20 | 24—28 |

This was Vernon's first defeat of the season. Every man of each team played a splendid game.

9:00 P. M.—COURT NO. 1

| | |
|--|------------------|
| Division Five—51 | Division Four—23 |
| Ullrich (8) F Weaver (5) | |
| Smith (20) F Boyer (6) | |
| Pace (10) C Brown (4) | |
| Scott G Wagner (7) | |
| Brown G Spence (1) | |

Scoring substitutes for Division Five: Weber (1), Maxwell (8) and Bailey (4).

LEAGUE STANDINGS

| | W | L | Pct. |
|-----------------------------|---|---|------|
| Vernon Yard | 4 | 1 | .800 |
| Division Five | 4 | 1 | .800 |
| South Park Shops | 3 | 2 | .600 |
| L. A. M. C. | 3 | 2 | .600 |
| Division Three | 3 | 2 | .600 |
| 16th Street Coach | 2 | 3 | .400 |
| Division Four | 1 | 4 | .200 |
| Division One | 0 | 5 | .000 |

Score by Quarters

| | | | |
|-------------------------|----|----|-------|
| Division Five | 16 | 35 | 48—51 |
| Division Four | 5 | 7 | 13—23 |

Smith topped the high scoring Division Five boys with 20 points in this contest which lacked interest on account of the unbalanced competition.

COURT NO. 2

| | |
|--|---------------------|
| L.A.M.C.—30 | South Park Shops—28 |
| Lewis (1) F Farmer (0) | |
| Pallas (17) F Stanley (16) | |
| Strong (8) C H. Miller (1) | |
| Wycoff G Chamberlain (4) | |
| Crownover (2) G Ross (2) | |

Scoring substitutes: Hope, L.A.M.C. (2), Whitaker, Shops, (3), and B. Miller, Shops, (2).

Score by Quarters

| | | | |
|----------------------------|---|----|-------|
| L.A.M.C. | 9 | 16 | 24—30 |
| South Park Shops | 9 | 15 | 22—28 |

This was a good close game with a lot of rough playing. Pallas was high point man for L.A.M.C. with 17 while Stanley led the Shops boys with 16.

NO MORE SOFTBALL UNTIL NEXT YEAR

By ED LENTZ, 16th Street Garage

Mother nature stepped to the plate and with one cold blast defeated all the softball teams. By mutual agreement, the teams playing softball at Vernon Yard cancelled the remainder of their schedule as the weather became too unfavorable to continue.

Plenty of enthusiasm was shown by all the men engaged in the games and it was very disappointing to have to stop before the schedule was completed. The teams at the bottom of the league were showing remarkable improvement, as much closer games were being played towards the end. This tends to show that competition will be very keen when the league gets under way in the spring.

At the time of the interruption the Electricians with no losses were leading the National League, with the Garage in second place with one loss. South Park Shops was leading the American League with no losses and the 16th Street Wash Rack second with two losses. Due to the failure of several Managers to send in their box scores we are unable to publish the ten best hitters in the league.

That is all, there is no more, until next spring, and in closing I wish to express my thanks and appreciation

to the following managers and their players for their cooperation in making the League a success: Shelby Brown, South Park; Walter White-side, Main Office; O. Knox, Wash Rack; M. Chamberlain, Motor Coach; Dossey, Wilshire; Nels Lane, Electricians, and also A. B. Cooper, at Main Office. A vote of thanks to the men of 16th Street Garage for their cooperation and financial support given the garage teams.

BOWLERS IN TOP FLIGHT

By CHAS. H. HARDY

The L. A. Railway Employees Bowling Team has been mixed in with some stiff competition this season, but are keeping right up among the leaders where the going is tough by virtue of having won eleven out of a possible sixteen points in the last four games played.

Due to a slight illness which prevented Hinze from bowling for two of those four weeks, our "pinch hitter" Parker stepped in and gave a very fine account of himself by establishing an average of 176 for six strings rolled.

The Lary Team opened the month of December by getting in second place. Doyle Rishel held the high

three game series score of 643. Our team also holds the high single game team honors.

The boys say there is no question in their minds about who is going to finally come out in first place at the end of the season, but just in case some other team does, the Lary boys promise that their share is not going to be handed over on a silver platter.

Don't forget the place, folks. Upstairs at 8604 South Broadway, each Monday evening at 9:00 o'clock.

Uncle John: "Now be careful with that money I gave you, Tommy. Remember the saying, a fool and his money are soon parted."

Tommy: "Yes, Uncle, but I want to thank you for parting with it, just the same."

★ ★ ★

A colored country preacher, who was strong on visiting the female members of his flock, was traveling along the road to the home of one of his flock when he met the small son of the lady member.

"Where's yo' maw?"

"She's home."

"Where's yo' paw?"

"He's home."

"Tell 'em 'howdy' fuh me."

—Milwaukee Medical Times.

Happy NEW YEAR



Sending
Us New Year
Greetings
Johnnie Warren
Son of Motorma