



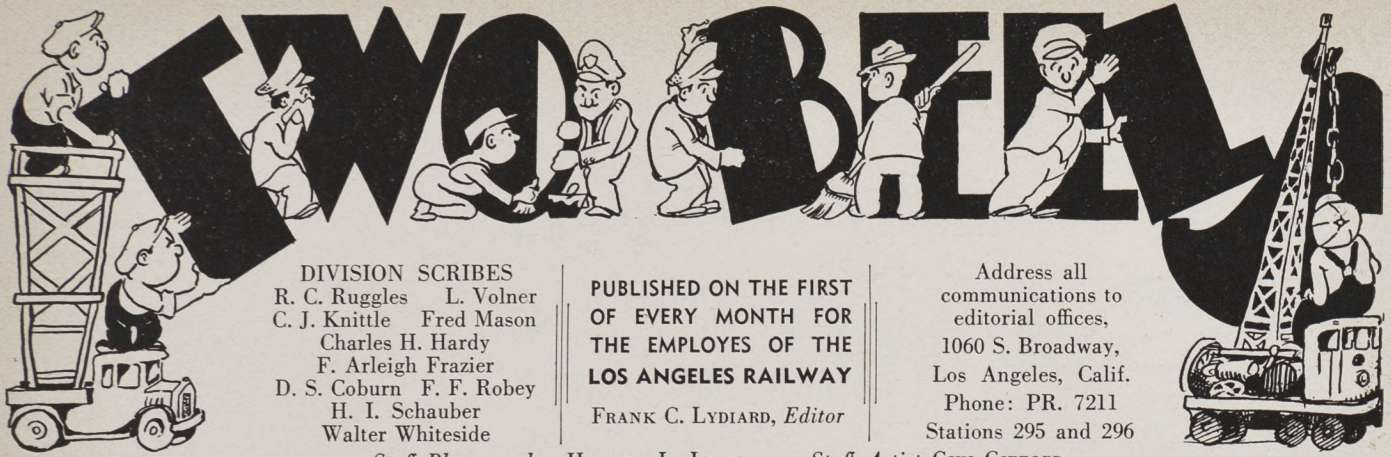
TWO BELLS

Near Palm Springs

WINTER IN SOUTHERN CALIFORNIA

Vol. 19 FEBRUARY, 1938 No. 2

Cover by Howard L. Jones



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. Schaubert
 Walter Whiteside

**PUBLISHED ON THE FIRST
 OF EVERY MONTH FOR
 THE EMPLOYEES OF THE
 LOS ANGELES RAILWAY**
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Division Gatherings Finding Favor

Have you been getting out to our Division parties? If not, you are missing some very enjoyable evenings as well as the opportunity of getting better acquainted with your co-workers, many of whom you will enjoy knowing in a social way apart from your daily business association. Each one of these parties, the first of which was held in November by Division 5, has been more interesting than the last. That the boys are becoming increasingly professional at staging the get-togethers is evidenced by the recent minstrel show held at the South Ebell Club by Division 5 on Saturday, February 19, which was attended by over 1,000 people.

As most of us know, these functions are featured by very useful comments and advice on safety of operation, courtesy to passengers, and more efficient ways of selling our service given by Manager of Operations Clinton E. Morgan. In addition to these talks the programs are made up of acts put on by Division talent, followed by dancing for everybody. You will find these evenings well worth attending, both from the standpoint of the entertainment provided as well as a means of increasing your acquaintance among members of your Division.

CONTENTS

- Designers of Railway Equipment 3**
- Safety Rally Stupendous Sellout 5**
- Streamlined Rhythm Boys 6**
- Los Angeles Host to
 Largest Conventions 7**
By Bruce A. Findlay
- Division Three Conductor
 Former Soldier and Athlete 8**
By C. J. Knittle
- Trading Post 9**
- Accident Combinations 10**
- A Little Personal Service 12**
By J. Collins
- January Accident Record 13**
- Lary Vets and Clubs 14**
- Prudence Penny Budget Dinner 16**
- Division One Party 18**
- Coach Divisions Party 18**
- Latest Books and
 Magazines in Library 18**
- South Park Shops
 Entertainment 19**
- Patrons' Plaudits 20**
- Division Five Team Wins Dinner 23**
- Basketball Personalities 23**
- Hookers, Slicers and Toppers
 Spend Field Day 24**
By A. L. Davis, Shops
- Inspection and Repair Pits in Use 25**
- Lary Sick Folks 26**
By R. A. Pierson
- Credit Union Off to Good Start 27**
- Division News 28**
- Basketball Highlights 36**
By C. J. Knittle
- Laughs 39**

Designing Room Denizens



Left to right: W. E. Littlefield, C. L. Hatch, W. A. Jermy, D. E. Dent. Front: J. R. Brittain, Mechanical Engineer; Henry Stockmann, Judah Bakesef.

Designers of Railway Equipment

ON our final visit to the different divisions of the Engineering department, we come to the bailiwick of our Mechanical Engineer, J. R. Brittain (with the Company since August, 1907). Mr. Brittain is assisted by Charles L. Hatch (August, 1920), and the headquarters of this department is located at the South Park Shops.

Here is designed much of our streetcar and shop machinery and equipment, and here also records are kept for approximately 1100 individual pieces of equipment. Data is likewise compiled for the Claim and Legal Departments, with members of the Department always available to testify in court—in case of legal proceedings—on various mechanical features of our cars and coaches. There

*Aid also given to
claim and legal
departments*

*The Twelfth in a Series of
Company Tours*

are about 9,000 individual drawings in this office.

Automotive Equipment Designer, Henry Stockman (September, 1924), supervises all changes and alterations of brakes, bodies and chassis; design of butane carburetors and appurtenances as well as special truck bodies and special garage and shop machinery also fall under his jurisdiction. In addition to this he is responsible for

regular and special streetcar, coach and street signs.

Draftsman Judah Bakesef (May, 1926), handles the design and drafting of streetcar and bus equipment, including details of doors, steps and safety appliances for one-man operation. He makes drawings for miniature cars and buses, as well as assisting with all types of signs.

In order to keep an up-to-date record of all our new and special rolling stock and shop equipment, Willard E. Littlefield (April, 1935), makes photographs of these — in addition to contributing to the general drafting work of the Department.

Color charts for streetcars and coaches are handled by David E. Dent (August, 1934), and William A. Jermy (October, 1933), in addition to their regular draftsmen's duties.

From blueprints furnished by the Mechanical Engineer's office, Pattern Maker George Mishens (January, 1922), makes all patterns and has charge of their storage. At present there are approximately 3400 individual patterns. Mr. Mishens issues patterns to the Store Room to be sent to foundries and checks them in on their return, at the same time making any necessary repairs so that they are in perfect condition when next called for.

The most recent designs of the Mechanical Engineer's Department include those of the new line truck—which was mentioned in the last issue of *Two Bells*—tower trucks, rail grinder car and many other different types of machinery and equipment used by the Railway.

Where accidents occur, Photographer Littlefield is frequently called upon to go out to the scene and take photos. He likewise photographs cars and coaches which have been involved in accidents to determine their condition at the time of the accident.



Patternmaker George Mishens

South Park Shops Office Force



Handling all of the intricate office work incidental to the operation of our Mechanical Department, under the direction of Superintendent of Equipment H. E. Jordan, are those members of the department pictured above. *A. D. Arnold, E. J. Miller, Virginia Lee Buchen, J. E. Steenrod, Mrs. Minnie E. Kellogg, H. L. Turner and F. T. Burchett, Chief Clerk. Seated: Miss Helen Fraser.*

Minstrels From The Deep South



Front row, left to right: Motorman R. D. Snow, Conductor T. A. Wilson, Conductor G. C. Daniels, Inspector Billy Vejar, Conductor J. R. Lalley, Conductor D. D. McClurg, Conductor D. L. Laird, Motorman H. J. Bower, Motorman E. R. Knowlden. Middle row, left to right: Conductor L. E. Tedrow, Motorman T. N. Harris, Motorman F. S. Hamill, Motorman J. L. Dunson, Motorman B. E. Haskell, Conductor G. D. Linton, Motorman K. A. Risbridger. Top row, left to right: Conductor "Tex" (G. M.) Brown, Conductor "Bill" (W. B.) Smith, Motorman W. J. Walton, Motorman R. C. Beale, Motorman J. F. Collins, Motorman C. A. Schulz, Motorman L. W. Lansdown, Motorman C. T. Conway.

Safety Rally Stupendous Sellout

YES, folks, that is just what it was when division 5 held its Safety Rally at the South Ebell Club on Saturday, February 19. It was standing room only for thirty minutes before the show started despite the fact that two halls were used, the hall on the ground floor having been equipped with a loud speaker system for those who did not get there early to obtain a seat in the main hall. At least seven hundred persons jammed the main hall to see and hear the show, while in the hall below ap-

proximately three hundred were able to listen in.

The evening's entertainment was opened by a very impressive Patriotic Presentation by members of the Los Angeles Railway Veterans' Club, the Los Angeles Railway Veterans' Club Auxiliary and the Los Angeles Railway American Legion Post 541.

Mr. C. E. Morgan, Manager of Operations, was then called upon as Speaker of the evening. Prior to his talk Mr. Morgan led the audience in

singing the Los Angeles Railway theme song, "Smiles." He first called upon the ladies for their version of "Smiles" and then the men. The ladies sang sweeter and the men louder so that made everything even.

Following the singing, Mr. Morgan gave a very brief but interesting talk on the two fundamentals of transportation, Courtesy and Safety, which was very enthusiastically received.

The curtain was then raised and the Division Five Minstrels were on

show for the first time, and how those boys put it on! Every one a trouper, with Conductor Doyle McClurg as Interlocutor, Conductor Grady "Tex" Brown and Motorman Tommy Harris as Endmen, Motorman E. R. Knowlden as "Dum" and Motorman R. D. Snow as "Dumness." The chorus, comprising Motormen R. C. Beale, J. F. Collins, C. T. Conway, J. L. Dunson, F. S. Hamill, B. E. Haskell, K. A. Risbridger, W. J. Walton, H. J. Bower, L. W. Lansdowne, and C. A. Schulz, and Conductors L. E. Tedrow, T. A. Wilson, C. D. Linton, G. C. Daniels, D. Laird, and W. B. Smith, gave wonderful support to the cast and performed admirably. The individual acts of Motorman H. J. Bower singing "Old Man River," Motorman L. W. Lansdowne in "Mammy" and Conductor J. R. Lalley, director of the show, singing "Chlo-e," were excel-

lent. In a banjo and guitar duet, Conductors C. C. Daniels and D. Laird were great.

The Los Angeles Railway Streamlined Orchestra, under the able direction of Operator N. Scarisbrook of Division Four, furnished just what it takes to make a show what it should be and they were everything that could be desired.

After the show the door prizes were distributed to holders of the lucky numbers. Lots of folks were made happy, being recipients of door prizes from a five pound box of candy to table lamps, groceries, pottery sets, casserole, and cocktail shaker.

Sandwiches, ice cream, cake and coffee were then served, after which followed the dance.

All in all it was a real show, and to the committee, Conductor Roy Plat-

ner in charge, Conductors Ken Sloan, stage manager, T. A. Wilson, dance floor manager, and Motormen C. W. Coulter, chief usher, Andy Sybert, doorman and Mechanic Oscar Lund, refreshments, go our congratulations and thanks. And thanks to the ladies who furnished cakes and served refreshments.

Conductor J. R. Lalley, who staged and produced the show, deserves a great deal of credit for making it such a success.

The whole cast joins in expressing its thanks to Inspector Billy Vejar of the Instruction Department for his fine work as adviser, and the manner in which he put the finishing touches on the troupe.

Thanks are also in order to the management for making possible such an enjoyable evening.

The Streamlined Rythm Boys



Reading, left to right: Piano player, D. S. Carroll (Div. 1). Front row: F. Hawley (Div. 1), E. L. Green (Div. 1), E. E. Grove (Div. 1), A. Gritseff (Coach Div.). Standing behind piano player: N. Scarisbrook (Conductor of orchestra—Div. 4). Second row, seated, left to right: E. R. Matthews (Div. 5), R. D. Lowry (Div. 3), T. C. Isbell (Div. 3), C. H. Hadley (Div. 3), C. E. Green (Div. 1), J. E. Alverson (Div. 1). Back row, seated, left to right: J. D. Ball, (Div. 1), W. R. Fleck (Div. 1), R. J. Johnson (Div. 3).

Los Angeles Host to Largest Conventions

*Bruce A. Findlay, Manager of Chamber of
Commerce City Convention Department
outlines plans for Shrine and
Legion Gatherings*

○ F significance and importance to Railway employes are two major events which are to take place in Los Angeles during 1938, one from the 7th to the 10th of June, the other from the 19th to the 23rd of September. Yes, you guessed them correctly. The first is the Shrine Convention, and the second the American Legion Convention. These two gatherings will bring to Los Angeles many thousands of visitors. In fact they are the largest convention groups in the United States and the most sought after by communities.

Their importance to Los Angeles is difficult to overestimate. Not only will they leave millions in new money, which finds its way into all channels and walks of life and publicizes Los Angeles far and wide, but their presence will also create a great deal of local activity which will stir up sluggish and idle dollars at home. Is it not true that activity in business, commerce or industry is the main factor upon which prosperity is based? When people are "going places and doing things" they have to spend money; when they spend money we all profit accordingly.

Not within years, if ever, has any community been privileged to be host to the Shrine and the Legion gatherings in the same year. Although many communities have sought after these two caballeros, Miss Los An-

geles is the blushing senorita who was selected queen by both. It would be impossible to find two more colorful conventions than the Shrine and the Legion. Their parades, their bands, uniformed men, pageantry at night and the general armistice of gloom and grief will keep Los Angeles happy and wide awake for several days in June and September.

The Shrine parade, with its patrols in competition for the drill prizes, the electrical pageant, which only the motion picture industry can stage, the series of events at the Coliseum, to which the public will be invited, will serve to recall the early fiesta days in Los Angeles more than any spectacle since the 150th birthday anniversary of the founding of Los Angeles, which was celebrated the week of September 4, 1931.

To attempt to describe the American Legion convention is to undertake the impossible. The New York parade, held in September of last year, required 19 hours and 23 minutes to pass a given point. At the close of that time there were still more than 5,000 marchers, who decided to sing "Let's Call the Whole Thing Off." While the Los Angeles convention will not be as large as the New York gathering, the attendance will be perhaps the largest of any Legion gathering ever held outside of New York or Chicago. Thousands of Legionnaires have been planning for years

to make the trip to California when the convention was granted to Los Angeles. Already reservations are pouring in at the Legion convention headquarters. Forty-eight states and ten foreign departments will require housing and transportation which will tax to the utmost the facilities of Los Angeles.

With the headquarters of the United States Navy at Los Angeles Harbor, it is not difficult to surmise that the Fleet will be thoroughly and adequately represented. Hundreds of naval planes will salute and parade on that colorful day and Los Angeles will witness the greatest thrill the city has ever experienced.

Lest some readers be concerned that the Legion will tear the city down brick by brick, it should be said that wherever the convention has been held within the past few years hotel and restaurant owners and others concerned in the handling of the crowd have reported it to be the most orderly and profitable gathering that the city ever entertained.

It is estimated that the Los Angeles parade will require approximately twelve hours to pass a given point. It will terminate in the Coliseum. The Drum and Bugle Corps Competition, the preliminaries of which are held in the day time and the finals in the evening at the Coliseum, will offer a pageant of color and excellence in drilling unexcelled anywhere. The competing corps, many of which have drilled together for years, have perfected their maneuvers to such a standard of excellence high Army officials, acting as judges, have found it a real chore to choose the best.

Miss Los Angeles will stand straight and tall this coming June and September and will receive, as hostess, America's finest conventions. The entire County is preparing for the influx which will add color and zest to the months of June and September.

DIVISION THREE CONDUCTOR FORMER SOLDIER AND ATHLETE

By C. J. KNITTLE

ALFFORD BURKE, son of a Minnesota farmer, like many typical Yankees, entertained two boyhood ambitions; to be a soldier and to be an athlete.

Reasoning quite correctly that a young man can be both, that physical training is compulsory in military service and competitive athletics enthusiastically encouraged by those in authority, Alford waited patiently for the day when he could realize those ambitions.

In the meantime he continued in school, worked tirelessly on the farm and, if he found a spare moment, spent it reading up on sports or activities of the Army and Navy.

On one occasion he managed to organize a baseball team, the Melville Junction Tigers which, after winning eleven straight games, disbanded. Apparently the joy of achievement born of this little venture was the final spur to Alford's desire to train, to compete, to fight for his country.

Attracted to the Marines by the evident opportunities for service on land and sea, Alford enlisted in June, 1926, and after completing his preliminary training at the Marine Base in San Diego, was assigned to mail-train guard duty for four months. Following this, he served three months in the Philippines and was then sent to Tientsin, China.

It was there, in the Spring of 1927, that Alford decided to start his career in service athletics. Track season was opening and Alford was anxious to train for running. But a bitter disappointment awaited him. The sergeant-director, with one glance at Alford's fat thighs and muscle-bound hips, courteously informed him he would never make a runner and refused to issue him track shoes.

Nothing better, perhaps, could have happened to the inspired young Mar-



ALFFORD BURKE, TRAINMAN, DIV. 3. *Inset, top: The fleet-footed rugby star (left) is seen dashing with the ball in a close game with the French Police in the International Settlement.*

ine. The next day he bought a pair of track shoes and throughout that spring and summer trained determinedly alone.

In early fall he studied Rugby and when the Regimental Team started organizing, Alford Burke was given a try-out and made the team. In the first season the team won five games and lost five, then journeyed to Shanghai and defeated the Shanghai Interports, the All-British Navy team and the British All-Service.

In the Spring of 1928, Alford again applied for a place in the Regimental Track Team and received a hearty welcome. No doubt he again trained viciously to merit this good will of the officers in charge for when the new season ended, Alford had

won four cups; two for the 800 meters, one for the 400 meters and one for the 800 meter relay.

At this point Alford's outfit was moved to Shanghai. In his second season of rugby, the team won eighteen games and lost three.

The Spring of 1929 found Alford, now a corporal, not only ready to enter track competition but to also try for other field honors. That he accomplished some of these could best be proven by the display of trophies awarded him and exhibited in a special case at the Marine Barracks; two medals for javelin and discus throwing, two shields for first place in the 200 and 400 meter races, four cups for the 400 meter, 800 meter, 800 meter relay and 1600 meter relay at the International Track and Field Meet and another cup for second place in the 400 meter at the Shanghai Police Track Meet.

In his third season of rugby, Alford's team, which had become better known as the "Thundering Herd," won twelve games and lost one. For this they were awarded the Spunt Cup (Shanghai Championship). Among the teams defeated were the Hong-kong Interport, considered one of the strongest civilian teams in China, and the All-Service British Champions, a Welch team from Singapore. In this latter game, which was the last of the season, Alford nearly met his Waterloo when, in a dash with the ball he turned shortly to ward off the opponents' tackle, dislocated his knee and fractured his shoulder in the collision of players.

The spring of 1930 found Alford back at San Diego Marine Base. Despite the trouble he was having with the knee, he again went in for track and received medals for first place in the 440 yard race and the 880 yard relay. He also made third place in the javelin throw.

Winter came, and football. Alford was unable to participate actively but with the spring that followed, the old spirit of the track and field revived and once again the now seasoned Marine went in for honors, winning first place in the 100 and 200 yard sprints as well as second place in the 880 yard relay. For each of these Alford received medals.

In June of that year, 1931, Alford married and when his enlistment expired one year later, he accepted his discharge. Unable to find steady employment, Alford persuaded Mrs. Burke to continue her home with her her parents in San Diego and in February, 1933, he re-enlisted and returned to China. Seven months later he was in a position to send for his bride.

For two years they lived happily in their little apartment in the French Concession of the International Settlement and a daughter, Dolores Jean, was born.

In February, 1937, Alford's second enlistment expired and the happy three-some came to Los Angeles. Two months later, Alford Burke entered the service of the Los Angeles Railway and his record as a Conductor, Motorman and Operator on the Division Three lines compares favorably with the earnest devotion he exercised as an athlete under the flag.

TRADING POST

For Sale: Philco Car Radio \$15.00, also Martin 5-K Uke (cost \$60.00) \$20.00. Earl F. Cummings, Auditing Department, Room 920, Main Building.

For Sale: Banjo with Case \$5.00. Chas. H. Hardy, 1021 South McBride Avenue. Phone: AN. 17948.

For Sale: Graflex Camera, revolving back, series B, 4x5, 7½-inch focal length, f4.5 lens. Very good condition; with flash. \$65.00. Harry Zimmerman, 16th Street Coach Division. Phone: PL. 4888.

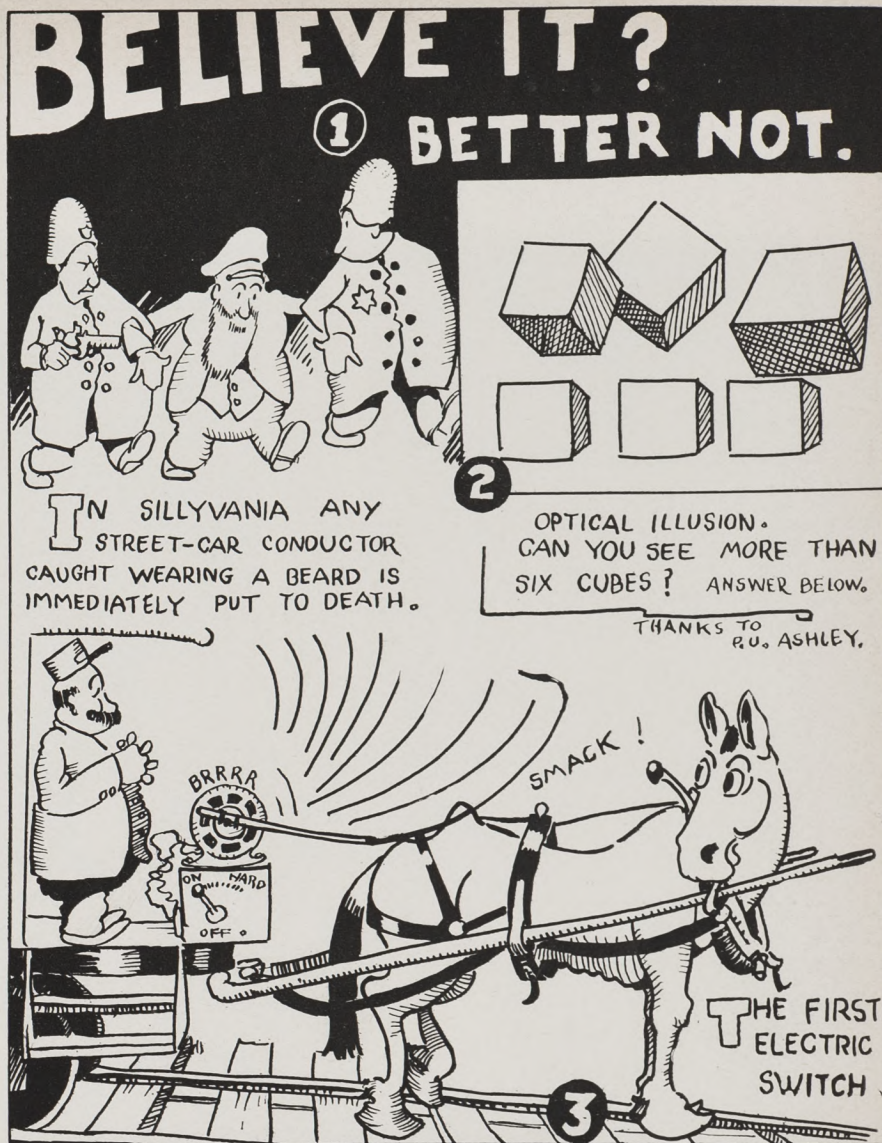


FIGURE 1—Because the inhabitants of Sillyvania are lip readers. A Conductor with a beard couldn't be understood when he called streets.

FIGURE 2—If you see more than six cubes in this drawing you had better have your eyes examined. We only drew six.

FIGURE 3—In 1870 J. Horton Whangdo invented this novel electric switch. It was never put on the market because during the first demonstration, with the platform crowded with public officials, Old Dobbin kicked the motor and threw it into reverse.

Will Trade: 1932 V-8 Victoria Coupe, first class motor and finish for good 1931 Ford Victoria and cash, or late Willys Sedan.

Also New Repeating 410° for double-barrel 20°. K. C. Graham, South Park Shops, 208½ West 59th Place.

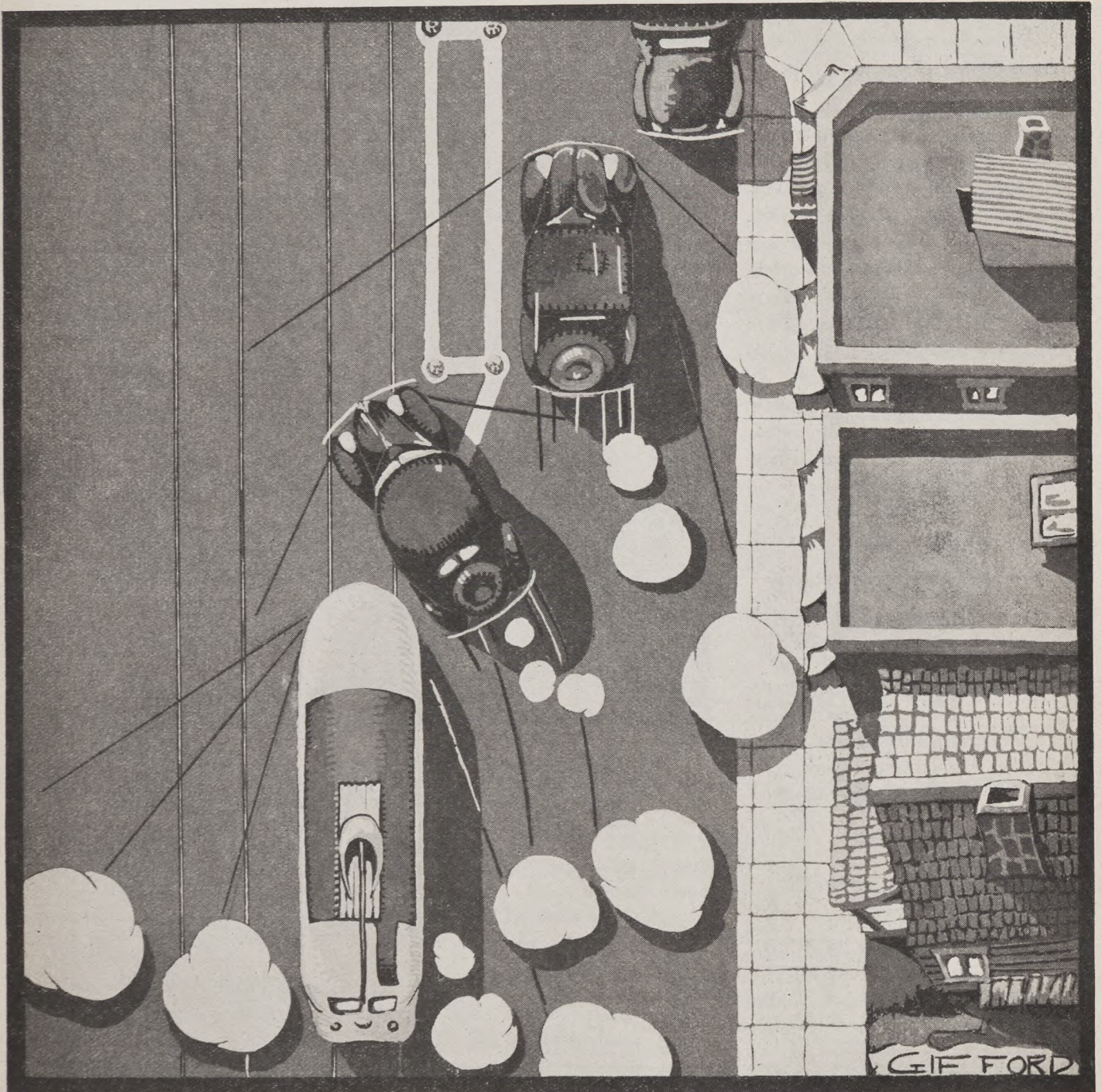
For Sale: Mountain cabin 3 miles this side of Big Pines, water and light. Price \$600.00. C. G. Clymer, 16th Street Coach Office.

Will Trade: Austin '30 Coupe for metal and woodworking lathe outfit. Motor in good shape. W. R. Dinsmore, 16th Street Coach Division. Phone TW. 8307.

DISCOUNT OFFERED

The shoe repair shop in our Main Office Building is now under new management and is offering a 15 per cent discount to all Los Angeles Railway employees.

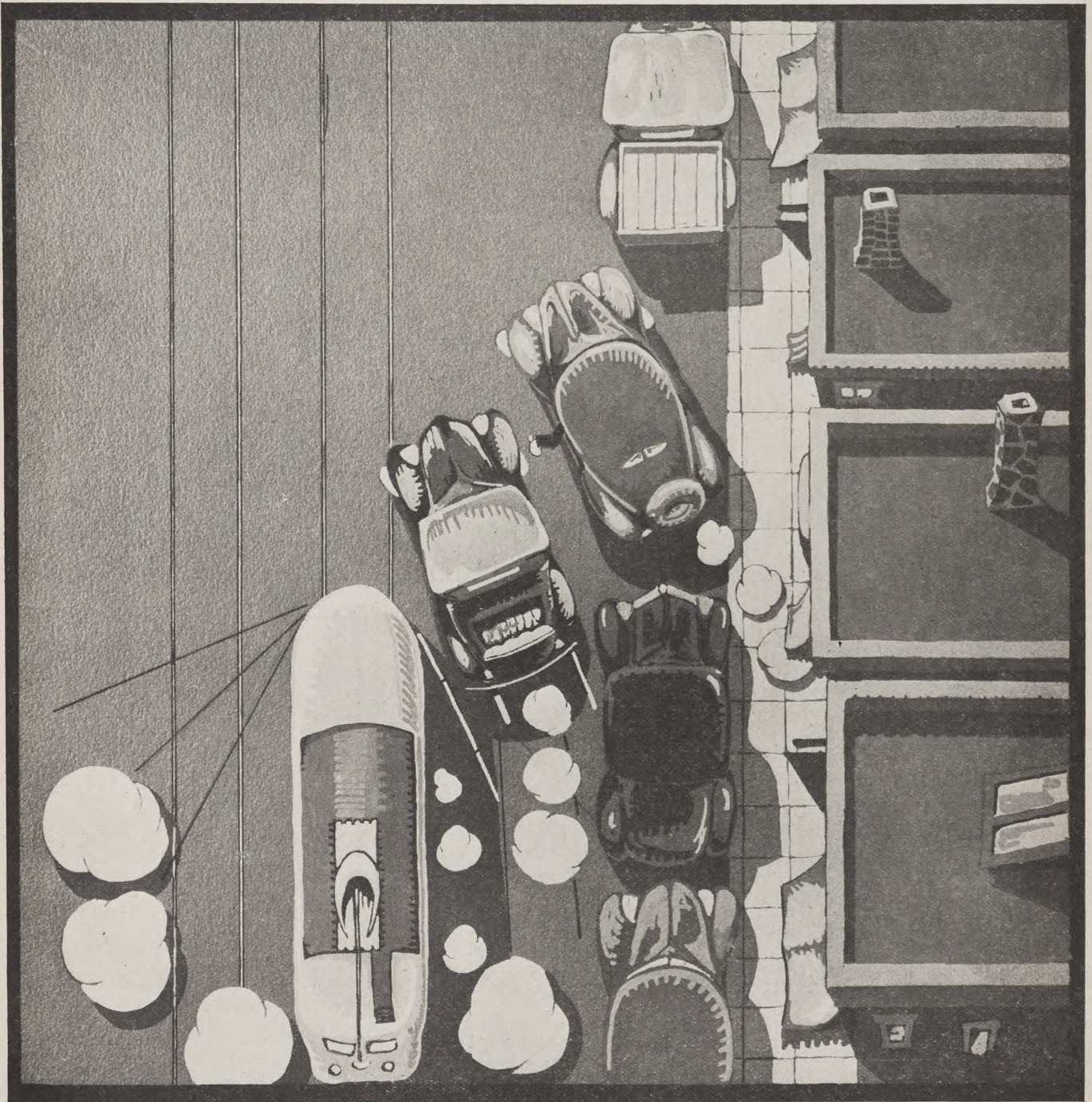
... ACCIDENT



—Guy Gifford, Div. 1

Here is the motorist who heeds not what may be coming behind him, which indicates that the efficient operator must keep a weather eye out to starboard as well as to the fore.

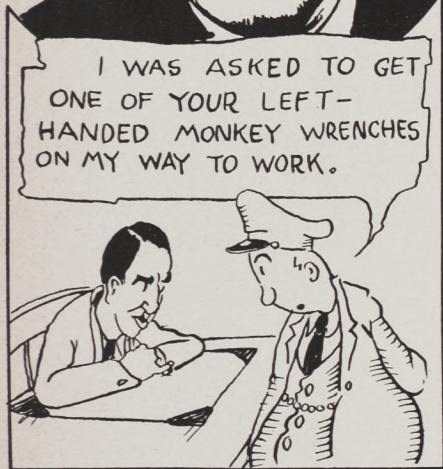
COMBINATIONS



Another example of the same type of accident, which in this case is occasioned by the man at the curb turning out abruptly and thus forcing motorist to his left into path of streetcar.

Our Superintendent of Equipment gets some Pointers from Oglethorpe

—Guy Gifford, Div. 1



Service, regardless of who renders it, is not good service unless it is safe.

Selling our service is a job which rests upon the shoulders of every employe, and giving personal service is one of the ways in which this can be accomplished.

In no line of endeavor is the winning of public favor more dependent upon personnel than in the transportation business. Each employe, who personally contacts the traveling

A Little Personal Service

By J. COLLINS
Supervisor of Safety

public, is vested with the power of making friendly customers for the Company he represents. His attitude on the job reflects his interest in the organization which enables him to earn a livelihood, and his interest in his passengers reflects their interest in him, and in the Company of

which he is an agent.

Last year the Traffic Advisory Board (of which our Company is a member) was instrumental in having warnings to motorists broadcast from ball games and at the races to drive carefully on their way home. The various religious denominations of our city were also encouraged to give similar warnings to their congregations at the end of the service.

The members of our platform force

travel into all sections of the city, and come in daily contact with more people than attend all large group meetings in a week. They are able to do more to further the safety movement among the public, and encourage citizens to become safety conscious than all other forces within our city put together.


If, by your actions, you show riders that you are interested in them, in their safety, or welfare, you may be certain they will appreciate it—therefore, when people are about to board or alight at their station, instead of saying what you now say (if anything), cultivate the habit of saying “*Be careful, please.*” These people are about to make an unfamiliar move, which fact is called to their attention by you at the time. Such a warning by all of our trainmen would reduce our non-collision accidents 50 per cent—tend to make more willing witnesses, and set a better foundation for defense in those cases that do occur. Another thought: for a man repeatedly to say “Be careful,

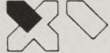
JANUARY ACCIDENT RECORD

ACCIDENTS PER 10,000 CAR MILES

JANUARY 1938


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

DIVISION NO. 1 **XXXXXX**  4.1

DIVISION NO. 5 **XXXXXX**  4.3

DIVISION NO. 4 **XXXXXX**  4.5

DIVISION NO. 3 **XXXXXXX**  5.3

NOTE: THE AREAS SHOWN  INDICATE THE DECREASE FROM DECEMBER 1937

—Research Department

please,” would make it utterly impossible for that man not to become more careful in his daily routine, where there is recognition there is no cause it causes him, as well as his accident.

STOP, LOOK and THINK!

Supposing your child should leave its own yard

For a romp or in search of a ball.

If its mother were busy and had not the time

To step out and give it a call.

Supposing a speeder should race down your street,

As if he were taking a dare—

And crush the life out of your little child;

Mr. Speeder, do you think you would care?

Supposing your mother were crossing the street—

Your mother now feeble and old;

And some reckless driver knock her aside,

Leaving her lifeless and cold.

Could you find an excuse for this careless act?

Would you really think it fair?

Now, putting yourself in this fellow's place,

Mr. Speeder, do you think you would care?

Supposing a loved one you hold very dear

Were a victim of some speeder's game;

And lay in bed just day after day,

All crippled and helpless and lame.

Supposing he never could walk any more,

No longer your pleasures could share;

Just lie there and suffer day in and day out—

Mr. Speeder, do you think you would care?

How little you care for the other man's pain

In your reckless pleasure and greed;

How little you care when it costs someone else,

As you travel at dare-devil speed;

But just let it strike in your family some day,

For you and your loved ones to share—

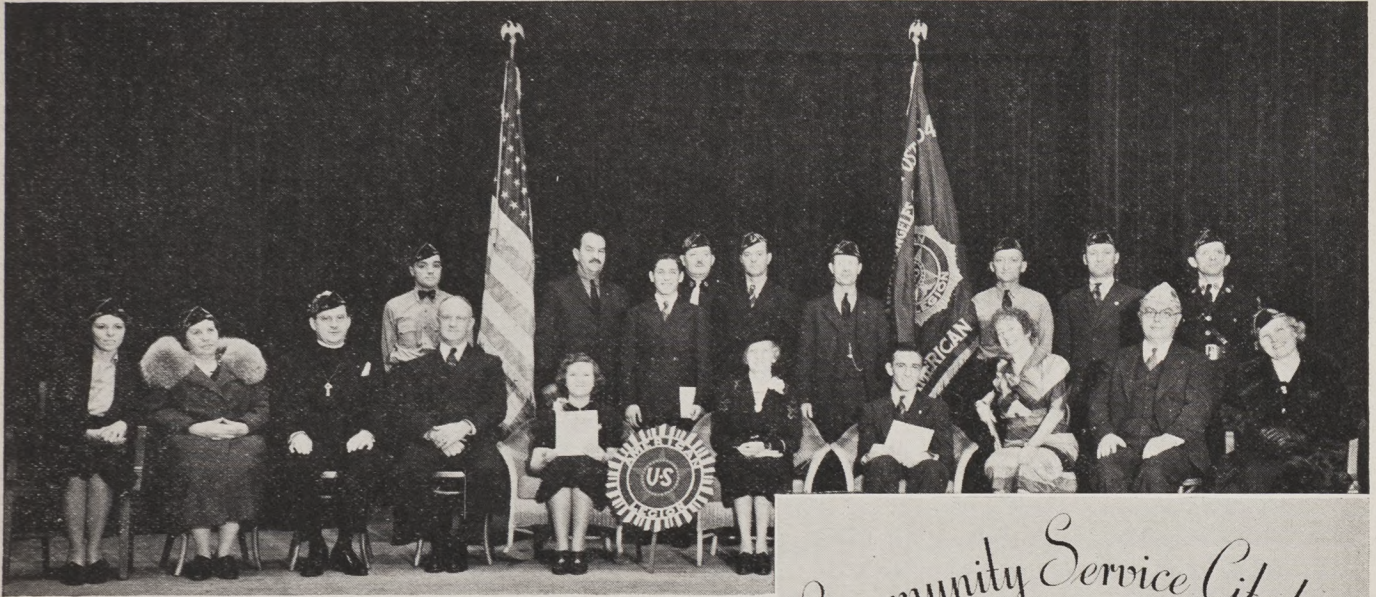
Then you'll slacken your speed and you'll

Take time to think,

And then, Mr. Speeder, you'll care.

—Anonymous.

LARY VETS



SCHOOL AWARDS MADE BY LEGION

Above: H. D. Plank, Assistant Sergeant-at-Arms; F. F. Favour; Manuel Chavez, Class President; C. W. Coulter, Sergeant-at-Arms; E. J. Marceau; W. E. Cotterly, Executive Member; R. H. Manning, Adjutant; W. G. Brooks, First Vice Commander; Leo L. Leasman, Commander. Seated, left to right: Mrs. Lucy Brooks, Auxiliary Secretary; Mrs. Mary Young, Auxiliary President; Comrade Phillip J. Beyhan, Chaplain of County Council American Legion; Mr. Shoemaker, Principal of the School; Jean Berg, Winner of Girls' Award; Miss Katherine Lee Carey, District Superintendent of Schools; Edwin Lipps, Winner of Boys' Award; Mrs. Harriet Smith, Assistant Principal; Comrade Frank J. Ryan, Americanism Chairman of the 17th Dist.; Mrs. Bettie Leasman, Jr. Past Pres. of the Auxiliary.



Service Citation presented to Lary Post.

Mr. L. S. Storrs,
President, L. A. Railway Co.,
1060 South Broadway,
Los Angeles, Calif.

Dear Mr. Storrs:

Somewhat belatedly I should like to take this means of expressing an appreciation for the fine work that L. A. Railway Post of the American Legion has done and is doing in all of the varied activities they engage in. These mostly are of a Welfare nature.

As Child Welfare Chairman of the 17th (Metropolitan Los Angeles) District I was extremely pleased in their handling of the Xmas party they arranged for the children of Veterans just

before Christmas. This was a marvelous affair with plenty of entertainment, toys, etc., and afforded me distinct gratification in their caring for twenty of my under-nourished and under-privileged non-Legion children in addition to those of their own.

I heartily commend Los Angeles Railway Post of the American Legion to you as a worthy, hard working unit of this great organization.

Very sincerely yours,

EARL L. LUPTON, M.D.,

Commander Medical Post,
17th Dist., American Legion
Child Welfare Chairman.

LARY POST 541 AMERICAN LEGION

By R. H. MANNING, Adjutant

At the 17th District meeting January 21, the Railway Post was one of the few Posts of the District receiving National Citation for Community Service for the year 1937. Above may be found a reproduction of it, and we are very proud for it shows the Post is doing what it was organized for.

On February 1 the members of the Auxiliary served a pot luck dinner in the dining room of Patriotic Hall for members of the Post, and what a feed it was! We hope to have many more like it.

After dinner the regular meeting was held. It was a real meeting with lots of pep and good reports and

AND CLUBS

plenty of business transacted. We were honored with the presence of Comrade Reg Diffenbaugh, 17th District Commander, and his First Vice, Jack Raymond; also comrade Ed Burke, Department Sergeant-at-Arms and Chaplain Wright of Post No. 8. Comrade Wright worked as Motorman under Mr. Mann out of Division 2 twenty years ago.

The school awards were made Friday, February 4, at the Berendo Junior High School, with a good turnout of both the Post and Auxiliary. These were the first awards the Post has made, but will make them each semester to the boy and girl having the highest average in Honor, Citizenship, Scholarship, Courage and

Service. The winners this semester were Jean Berg and Edwin Lipps. They did not know they had won until their names were called and what a thrill they received!

Next Post dance will be held Saturday, March 12, in Harmony Hall, Slauson at Second Avenue, so if you want to have a real good time come down and join the crowd.

Don't forget the National Convention in Los Angeles this year. Let's make the Los Angeles Railway 100 percent, with all eligible for the American Legion signed up before then. Don't deprive your son of the privilege of belonging to the Sons of the American Legion, or your wife and daughter the privilege of belonging

to the Auxiliary which is a great help to any Post.

The application for a charter for a Squadron of the Sons of the American Legion (S.A.L.) has been forwarded to detachment headquarters with twenty-one boys signed up. It is expected back in the near future, so be ready to turn out for the installation of their officers and presentation and dedication of colors. Let's give them a good start and show we are behind them.

Any veteran who is eligible and would like to pay us a visit and see what we are doing before joining is welcome. Meetings are held the first and third Tuesday of each month in Patriotic Hall, 1816 South Figueroa.

VETERANS CLUB AND AUXILIARY ELECT OFFICERS



OFFICERS INSTALLED TO SERVE FOR YEAR 1938, ARE: Seated, left to right: Ella Hoyle, Sr. Vice-President; Jo Clark, Jr. Past Commander; Amy Jackson, President; Tess Madigan, Secretary and Treasurer; Ruby Lynn, Jr., Vice-President; Mary Wiley, Chaplain. Standing, left to right: R. C. Timmons, Sergeant-at-Arms; R. C. Hoyle, Adjutant; L. E. Barkley, Past Commander; W. H. Hollenbeck, Commander; C. J. Jackson, Second Vice-Commander; O. E. Lund, First Vice-Commander; C. J. Clark, Finance Officer; H. F. Nelson, Chaplain.
Inset: W. H. Hollenbeck, Commander.

PRUDENCE PENNY BUDGET DINNER

Prudence Penny, Home Economist of the Los Angeles Examiner and one of the country's foremost cooking authorities, will prepare and demonstrate an "all oven budget dinner" for the Los Angeles Railway Women's Club—and any guests they care to bring—on Thursday, March 17, 1:30 p. m., at the Friday Morning Club in Severance Hall, 940 South Figueroa. The Bureau of Light and Power will furnish the necessary facilities for this demonstration which will last approximately one and one-half hours.

Miss Penny will also present new and interesting 1938 modes in table settings and servings. Each person attending will receive file size recipe cards.

Although certain tantalizing odors emanating from the third floor may prove a bit distracting, we are happy to welcome Miss Penny to her new



Prudence Penny, Home Economist of the L. A. Examiner

quarters in our Main Building and stand ready to sample any and all products of her workshop—should we be invited to do so!

Lary Women's Club

By MRS. L. B. MEEK

Mrs. J. F. McCormick presented to the Club on January 20 "The Old

The Old Fashioned Album



Standing: Mesdames B. F. Routh, J. M. Ward, E. J. Clardy, E. W. Watson, L. E. Sausser, N. E. Cole, A. B. Parker, S. M. Hawley. Seated: Mesdames Carl Larsen, M. Christiansen, W. G. Clardy, L. B. H. Meek, J. F. Smith, J. F. McCormick.

Fashioned Album." The album upon being opened showed representations of characters in great-grandmother's time. Each picture came to life and either sang, danced or gave a recitation. Among them were the Old-Fashioned Bride and Groom; the Village Belle; the Danish Neighbors, and the Minuet Dancers.

The Club held its first card and bunco party on February 10, in Room 309 of the Los Angeles Railway Building. A good-sized crowd attended. Many new ones took this opportunity to come up and get acquainted. Everyone asked that there be more of these affairs as they were so enjoyable. Watch for notice of the next party soon.

We are indebted to Mrs. L. L. Leasman, Mrs. C. W. Burns and Mrs. A. C. Donnell—members of our Club—for their part in furnishing us en-

tertainment at our meeting held on February 17.

Many enjoyable and interesting events are being planned for the future—details are not complete as this magazine goes to press.

Meetings of the Club are held on the first and third Thursdays of each month at Severance Hall of the Friday Morning Club, 940 South Figueroa Street. All eligible to membership have been invited to attend. Only registered members will receive notices of meetings from now on. New eligible ladies are welcome at any time. Come and get acquainted and have a good time.

Classes in Public Speaking and Parliamentary Law are now being held each Thursday from 10:00 a. m. to 12:00 in Room 309, Los Angeles Railway Building.

For any information regarding membership or Club activities call Mrs. Ben Fulton, THornwall 4455.

SQUARE AND COMPASS

By BILL LANE

The first meeting and banquet of the Lary Square and Compass Club for the year 1938 was held at Von's Cafe, Ninth and Hill Streets, Saturday evening, January 22. Everyone present enjoyed the usual swell feed and entertainment. An unusual feature of the entertainment was the wise-cracking Irish Master of Ceremonies imported from New York who kept all present in an uproar of laughter with his wit and stories—and who, by the way, has a standing invitation to stay at Bill Morgan's home while in Los Angeles. Ask Bill about it.

Our new officers proved to be quite a drawing card, as we had the largest turnout of members we have had for many months, including brother Van Vranken, McCormick, R. G. Starling, T. C. Wiley and that sparkling "Red-head" Kelly Holmes.

The first new member to be elect-

ed into the Club for 1938 was none other than Wilfred Lippiatt of the Ticket Office. Welcome, brother.

Brother Van Vranken, former manager of the L.A.M.C., gave us a very interesting talk on his visit through the East, and of course was very glad to get back to Southern California sunshine. Come again, "Van," we like to have you.

Leo Bean and Charlie Polchow were late arrivals, but are to be excused, as Leo has been playing nurse to his wife, who, we are very glad to say, is recovering from a serious operation.

Judging from the whispering that has come to my ears, the Degree Team will be kept very busy in the near future, so get ready, boys.

L. F. Sparks, President, and C. R. Pedersen, Vice-President, have a big surprise for you in the way of entertainment for the month of March, so make a date with yourself and come.

Revolver Club News

By L. F. SPARKS, Secretary

1937 Championships and Individual Trophy Awards

There were six medals and one trophy furnished by the Los Angeles Railway for high scores, one medal being awarded each month. August, 1937, won by J. C. Brewer, Coach Operator; score 281. September, 1937, won by Brewer; score 284. October, 1937, won by R. J. MacMillan, Sub-Station Operator; score 289. November, 1937, won by Brewer; score 271. December, 1937, won by MacMillan; score 290. January, 1938, won by J. R. Herring, Conductor; score 258.

The course shot over was the Camp Perry, using the standard American target for 25 yards. Ten shots slow fire, ten shots timed and ten shots rapid fire.

Capt. J. C. Brewer's Centinelians lost one match and won one with the Los Angeles Post Office Pistol Club. Scores 1218 to 1359 and 1295 to 1222. This event was held on the Centinela Park range, January 16, 1938.

In the qualification shoot, Distinguished Expert bars and ratings were won by J. C. Brewer and R. J. MacMillan. Sharpshooter bars and ratings were won by Conductor J. W. Allen, Shopman J. T. Denis, Coach Operator Denton Garner and Conductor J. R. Herring. Marksman Bar and rating won by L. F. Sparks.

The Centinelians went to Torrance January 30, won a match from the Torrance Club and were back to their own range before most of the boys got to the range for regular Sunday practice. The Class "A" event of the January medal shoot was won by R. J. MacMillan; score 286 x 300.

The Centinela Springs Revolver Association held their annual election and put none other than Coach Operator J. C. Brewer in the President's chair. Brewer in addition to his new duties, captains the "Centinelians" and is one of our consistent high score shooters.

DIVISION 1 PARTY

Featured by the debut of our new Employe Band, Division 1 held its first safety rally at the Pacific Electric Auditorium on January 22. To judge from the enthusiasm with which the syncopation of the new orchestra was received, these Division 1 musicians may expect to be in demand for future functions.

Providing competition with the band were the several hundred members of the audience who put their vocal cords to work in rendering "Smiles"—the theme song of recent safety rallies.

Demonstrating himself as much at home as Master of Ceremonies as he is on the back of a bucking bronc, Conductor C. H. Coats did a fine job of introducing the various acts as well as performing a la Will Rogers with lariat accompanied by a running fire of quips.

A group of young members of the Abbott School of Dancing presented several unusual and well handled numbers, followed by a splendid performance on the accordion by Mickey, son of Conductor and Mrs. A. P. Anderson.

Manager of Operations C. E. Morgan, spoke on accident prevention and introduced several men from Division 1 who, through the competent handling of their cars, have gone through the year without a single accident. Also stressed by Mr. Morgan was the point that all trainmen are salesmen of the Company and by displaying courtesy and interest in their riders are selling our service in the most efficient manner.

★ ★ ★

S. P. C. C.

Mother (to son): "Where've you been all afternoon?"

Son: "Shooting craps."

Mother: "Shame on you, being so cruel. Those little creatures have as much right to live as anything else."



Reading left to right: Jack Coffey, Betty Mallotte, Gerald Singer and Patsy Tingstrom. (Jack's father Div. 5 Motorman—Gerald's father is 16th Street Coach Operator, L.A.M.C.—and Patsy is niece of Al Rohrbeck, 16th Street.)

COACH DIVISIONS PARTY

On January 29 the Pacific Electric Club was filled with a merry throng which had gathered to enjoy the show and dance which was held to stimulate interest in promoting greater safety among the coach operators of the Los Angeles Railway Coach Division and the Los Angeles Motor Coach Company. The entertainment which was held preceding the dance was furnished for the greater part by employes of both companies and members of their families. The acts which the youngsters presented were especially good. Mr. C. E. Morgan was the speaker of the evening and gave us a talk on safety, stressing the necessity of handling our many patrons in a safe and courteous manner.

LATEST BOOKS AND MAGAZINES IN LIBRARY

Among the many books and magazines in our library which are available to all employes are these, recently received:

Constitution of the United States.

Constitution of the State of California.

Codes: Code of civil procedure and probate code. Codes and general laws of the State of California. Insurance code. Labor codes. Streets and highways code. Welfare and institutions code.

Statistics: Annual numbers of Bus Transportation; Diesel Power and Diesel Transportation; Electric World; Iron Age; Transit Journal; Wall Street Journal.

National Resources Committee. Population Statistics.

Current Affairs: An Atlas of Current Affairs. (Horrabin.) Contains four entirely new maps of Spain and China. All the recent political developments in the world shown.

Automotive Engineering: Dyke's Automobile and Gasoline Engine Encyclopedia. (18th edition.) Elements of Diesel Engineering. (Adams, 1937.)

Fuels: Butane-Propane Gases. (1937.)

Public Speaking: The Amateur Chairman. (Smedley.) A guide for persons who unexpectedly and without previous experience find themselves made chairman. The Basic Principles of Speech. (Sarrett & Foster.) Public Speaking. (Carnegie.)

Story Writing: How to Write Stories. (Pitkin.) Writing to Sell. (Wildman.)

Biography: The career and achievements of George Westinghouse.

Recreational Reading: Last Flight. (Amelia Earhart.) North to the Orient. (Anne Morrow Lindbergh.) Burton of Arabia. (Dearden Seton.) South by Thunderbird. (Hudson Strode.)

SOUTH PARK SHOPS ENTERTAINMENT

On February 4, Harmony Hall, was the setting for an enjoyable evening's entertainment for the members and their families of the South Park Shops, Local No. 2, of the Transportation Union of California.

Our genial Chairman, Vice-President Albert N. (Andy) Anderson, started the evening off with a few words of welcome. Henry E. Jordan, Superintendent of Equipment, was then introduced and gave a most interesting talk on the labor relations between employer and employe.

Mr. Topp of the Montana Mavericks acted as Master of Ceremonies throughout the evening. Combined with his witticisms, the music, songs and recitations of the Nelson Family, and the trick whip cracking of Mr. and Mrs. Mickol (parents of Monty Montana of the movies) provided a very entertaining evening.

Refreshments were served by Mrs. Anderson, her two daughters, Shirley Anderson and Mrs. Margaret Burditt and Miss Alive Dunavan.

Music was provided by Mr. L. Griffith through the facilities of his portable public address system.

The members of Local No. 2 wish to thank Andy for an evening of fun and entertainment, and accept his promise of another interesting program in the near future.

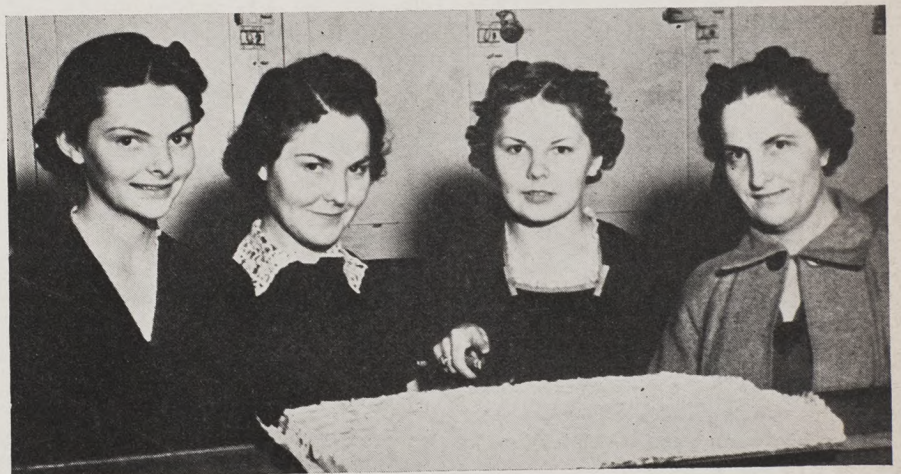
NEW MANAGEMENT

The new management at the Car Barn Cafe, Avenue 28 and Idell, promises to keep up the standard of good meals set by Harry Tuttle, former manager.

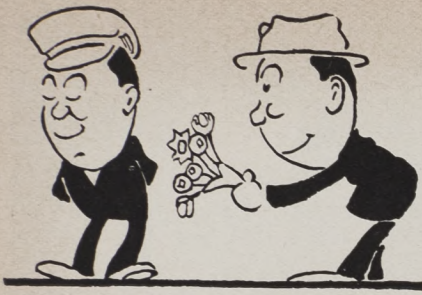
Meal tickets are available at \$2.50 each, which, with 10 percent discount, represent a value of \$2.75. All Lary script now in circulation will be honored.



OFFICERS OF LOCAL NUMBER 2: Seated, left to right: A. N. Anderson, Vice-President; J. W. Knight, President. Standing, left to right: S. T. Brown, Recording Secretary; R. L. Sloan, Financial Secretary.



QUEENS OF CUISINE: Left to right: Shirley Anderson, Margaret Burditt, Alice Dunavan, Mrs. A. N. Anderson.



PATRONS'

Entitled to Credit . . .

"While in Los Angeles on a two weeks stay I had an opportunity to observe one of your operators of the streamline cars. In fact, my stay there was to have dentist work on my teeth, and at other times I used your convenient pass and spent much time on the streamline cars.

"During this time I heard many remarks about your service and the type of operators on these cars. I found one operator who could handle his car in such manner that no one could say anything derogatory about him. He was able to start and stop his car without any jerk or in any manner causing the occupants any discomfort. I will say that I was looking for a driver of the streetcars that could operate his car in the proper manner and in your Operator No. 2839 (**D. W. Painter, Div. 4**) I found the type of operator I think your Company should strive to have operate these new cars.

"I did not talk to this operator but was tempted to tell him several times that the Company would make many friends for themselves if they would put him on as an instructor and see that the cars were handled properly.

"I do not know this man, but I do feel he is entitled to have credit for his ability to handle the cars and his courteous way of handling the public.

"I appreciate being able to come to Los Angeles and obtain for the small sum of \$1.00, a pass to go anywhere at anytime and feel the safety of being able to travel about the city in a comfortable car."

JOHN B. DEFOE, JR.
Tulare, California.

Outstanding in Courtesy . . .

"It affords me much pleasure to commend one of your Conductors, No. 757, (**Warren Knight**) on the Sunset route who is outstanding in courtesy and kindness and contributes largely to the public good will to your Company. He is so helpful to those who are infirm and aged. He deserves the highest commendation and I wish to thank him through you."

MRS. ROSE FRANKLIN,
3191 W. Seventh Street, Los Angeles

Pleasant Incident . . .

"I would like to report a very pleasant incident which I witnessed last Friday, January 7, while a passenger on a No. '8' car.

"At about 3:30 p. m., at 54th and Sixth Avenue, an elderly woman carrying three shopping bags of merchandise encountered difficulty boarding the car. Sitting in the front section, evidently off duty, Trainman No. 1512 (**G. G. Melick, Div. 5**) very readily assisted her on to the car and made sure that her bundles would not fall over, while she was paying her fare.

"I was very much pleased with this bit of courtesy and believe this trainman's actions merit commendation."

MRS. FLORENCE MASON,
5450 Third Avenue, Los Angeles

Coach Operators Thanked . . .

"Among my list of New Year's Resolutions for the past eight years has been one to write thanking the men who operate the coaches for their daily courtesies, and as I think eight times enough to make a promise, here goes:

"First I want to thank most sincerely the men, (100 per cent of them), who man the Western Avenue and Sunset Boulevard coaches. In my opinion they are the finest on any line in the city—you can count on them at all times for the last word in courtesy, consideration and all around efficiency and are excellent drivers—and believe me your men have to be good drivers to keep from running into some of the careless motorists I see every day.

"They have never failed to hesitate a second when necessary, to help me make connections or catch one of their coaches.

"I want to thank Drivers 756 (**T. F. Richter**) and 677 (**H. D. Lester**) (these are the numbers on their caps) on the Wilshire Boulevard line for their courtesy and willingness to make traveling pleasant for me, and I nominate Driver 591 (**D. G. Barstow, Wilshire**) as the most helpful in trying to direct us to our streets, even the numbers we want to get to, and for audibly and distinctly calling the regular stops and streets between them, long before we get to them and so helping us greatly. That, to me, is one of the kindest

things a driver or conductor can do. A voice like his should be used for something better.

"Please let these men know we appreciate their every effort and to those whose numbers I've forgotten I want to send a most sincere thanks for their kindnesses.

"I do hope they will all have a most successful and Happy New Year."

MRS. ALBERT JOHNSON,
1512 1/4 W. 35th Street, Los Angeles.

Most Obliging . . .

"This letter is to commend No. 73, who operates the 'S' car (**R. O. Schweigert, Div. 1**). The writer boards this car at Fourth and Vermont at approximately twenty minutes past 2:00 a.m. I have been taking this car for the past three weeks.

"I have ridden in street railway conveyances in practically every city in the United States, but the gentleman of whom I speak is the most courteous and obliging operator I have ever encountered. It seems his one object is not only to operate the car safely but he has the welfare of each passenger in mind.

"This is for your information."

CHARLIE WELLMAN,
1329 N. Gordon Street, Hollywood.

Always Friendly . . .

"Last night, while a passenger on the Beverly Bus, an incident arose which prompts me to write this note.

"At about 9:30 a man entered on Hill Street, deposited his coin and requested a transfer. This the driver delivered. The passenger asked until what time the transfer was good, as he wished to take the Fairfax Bus and wanted ample time in which to do so, due to long wait, etc. The bus driver assured him that the transfer would not expire until midnight. After seating himself, this man continued to peer at the transfer (it was evident that his eyesight was none too good) and finally accosted the driver, demanding another transfer, which was refused. The passenger, a belligerent individual, proceeded to make himself thoroughly obnoxious to the others present and took a threatening attitude toward the driver, who remained courteous throughout.

"I among others, signed a card as wit-

PLAUDITS



ness to this fracas at the request of driver No. 310 (**W. E. Rogers**).

"In the course of my travels on the Beverly Bus over a period of years, I have had occasion to observe the attitude of both drivers and passengers. This particular driver, along with a few others, always is courteous and friendly—an attitude much appreciated after the somewhat automatic, 'it's my job and I must do it' attitude of other drivers, and promotes a feeling of confidence in the man at the wheel.

"I feel safe in saying that this is not only my personal reaction but is shared by others. I trust that this will assist in clarifying any unpleasantness which may arise over the above incident, and that this expression is entirely unsolicited, being motivated by a sense of justice."

V. R. LUSTIG,
516 North Stanley Avenue, Los Angeles

Good Driver . . .

"What's become of Driver No. 35 (**A. R. Bauer, Florence-Soto, formerly on Beverly**). For the past several weeks I have made it a point to catch his bus, No. 14, on Hill and Sixth Streets, always being assured of a safe and careful ride home. He certainly is a good driver and I for one miss his services.

"Let's have more of Driver No. 35!"
BILL MAHONEY,
(No address shown).

Commendation in Order . .

"The 23's are on my mind today and I wish to commend Trafficman No. 23 (**J. B. Rice, Div. 4**) at Seventh and Grand during the evening rush hours and Motorman No. 2361 (**F. P. Danna, Div. 1**) on the 'H' line.

"The same praise to both—they are efficient, courteous, helpful and always good-natured under the most trying conditions.

"Because I deal with the public myself, I am interested in studying the dispositions and makeup of the railroad men I come in contact with; their handling of crowds, their solicitude for elderly people and cripples, their reactions to insults (oh, yes, they got them, and how!), etc., etc.

"I would never 'turn a man in,' but when commendation is in order, I enjoy telling you."

MRS. EDYTH R. LEE,
3022 Beverly Boulevard, Los Angeles.

Fast Thinking . . .

"I ride your Beverly bus daily instead of fighting traffic every morning and night. I have a chauffeur at the cost of \$1.50 per week, and am familiar with most of the drivers on the Beverly line and without exception they are careful and courteous.

"I want to speak of one driver in particular, No. 126 (**G. F. Buckman**). Except for his fast thinking and extreme care, we would have had an accident at Highland and Beverly this morning. An automobile turned to the left squarely in front of us. He brought the bus to a stop, giving the car considerable clearance and without shaking the passengers.

"If I had the money to hire a private chauffeur I would take him away from you. He operates his bus as if he thought every other driver on the highway was crazy."

GEORGE L. GREER, Attorney-at-Law
548 South Spring Street, Los Angeles

Grateful For Consideration . . .

"I saw one of your Motorman-Conductors on an 'R' car do such a fine thing today I want to tell you about it, as it is certainly to his credit. A blind man was on the streetcar going west on Seventh Street, and when this man got off there was no one else getting off at the same time so the Motorman escorted him from the car clear over to the sidewalk.

"Perhaps No. 3069 (**M. D. McGivney, Div. 1**) didn't think any one took notice of it, but I did, and I was grateful for his consideration."

MRS. LOIS B. THAM,
P. O. Box 5694, Metro. Station,
Los Angeles.

Courteous and Jovial . . .

"I have been riding the Wilshire Line for several months and catch Conductor 558 (**R. T. Cunningham**) and Motorman 544 (**A. D. DuRee**) nearly every morning.

"I have witnessed several little incidents that I can't understand how they could hold their tempers. But I want to compliment you on having two such courteous and jovial young men in your employ.

"Yours for better buses and more employes like these."

MRS. R. L. CLAY,
920 West 52nd Street, Los Angeles.

Gloves Returned . . .

"About four years ago I lost a pair of gloves on one of your cars. The gentleman in charge of 'Lost and Found' at that time was most courteous and kind in returning them to me.

"Monday and Tuesday I telephoned in, regarding a pair of gloves I lost on the 'R' car. Although they had not been turned in when I first called he was so pleasant and asked me to call again. Did not expect a favorable answer but as he was so nice and anxious to help, telephoned again Tuesday. My gloves had been turned in by one of your patrons whom I will also write and express my thanks.

"Today I recognized in your downstairs 'Lost and Found' the same man who waited on me four years ago. It is certainly a pleasure to talk to **Mr. Mann**, and I'm sure many people feel as I do about your employes—find the Beverly bus, streetcar and Ninth Street drivers all so fine.

"A word about the three or Joint Passes—they are splendid."

MILDRED HEDDY,
326 N. Ardmore Avenue, Los Angeles.

Road Courtesy . . .

"Once in a while I buy a round-trip on the Sunset Bus rather than drive the traffic. Yesterday I did that and took my usual seat up alongside the driver. On such trips I usually take something to read. Yesterday it happened to be Julius Caesar.

"All the way over I could not help but notice the ease with which the driver handled the bus and the road courtesy shown without any loss of running time. Drivers do not always show consideration for the rights of other cars or pedestrians. I know they have to keep schedules, but there are ways of doing it.

"When we pulled up at Pershing Square the driver asked me a question about the Shakespeare plays—and from that to Aristotle as a guide in decency of living. Adding this intelligence to that of the driving plus a personable appearance should merit advancement if and when.

"I don't know his name. He was on Bus 608 and we arrived at the Park about 10:05 a. m. (**O. R. Jordan**). He wears a slight moustache, and he reads good books."

C. L. KINNEY,
1543 N. Curson Avenue, Los Angeles.

AND MORE

Exceptional Courtesy . . .

"Shortly before New Years I had occasion to take a No. '7' car back to the office from the courthouse and have been intending to write to you ever since. My reason for writing is that I wish to call your attention to the exceptional courtesy of the Motorman operating that car, whose number was 1711 (**J. A. Wear, Div. 5**).

"I happened to be sitting in the left front seat and first noticed him particularly when the car stopped at the corner of First and Broadway and he left his seat to assist a very large negro who was attempting to board the car with a lot of packages. About two blocks further on an old man flagged the car at the corner and asked whether that car was the proper one to take for a certain destination. The old man was somewhat deaf and instead of compelling him to climb the steps your Motorman again left his seat and quickly and courteously gave the old gentleman explicit instructions as to what streetcar to take. Shortly thereafter, a lady with a small child boarded the car. The Motorman reached down and took the child from this lady and then did not start the car until both the woman and her child were seated.

"In addition to these particular incidents, the man ran the car efficiently and was very courteous. His cheerfulness was communicated to the other people in the car; at least, it certainly was to me.

"I hope you will see to it that this Motorman receives the commendation which he deserves. His courtesy should receive some recognition because I know of nothing which can do more to better your relations with the public than service of this sort."

WINTHROP T. JOHNSON, Attorney-at-Law
704 South Spring Street, Los Angeles.

Courtesy and Good Nature . . .

"May I make a suggestion? Why not have Driver 1062 (**C. E. Kriss, Div. 4**) of the Pico cars give instruction to other drivers of those new cars. He is the first driver (and I have been riding those new cars since they were installed) I have seen who can start and stop those cars without jerking one to Timbuctoo. And his courtesy and good-nature was in such relief and contrast to some of the men employed on the 'P' line that I sat dazed all the way home the other night. I surely recommend that he tell his fellow workers 'how' and see what a difference there will be."

JESSIE BRAGAN,
214 Bailey Street, Los Angeles.

Treatment Appreciated . . .

"Coming home from downtown on the 'A' streetcar last Friday after I had gotten off I discovered I had left my purse on the car. I was panicky, as I had no way of getting into my home—my keys were in the purse as well as money and other valuables. I immediately got on the return car and asked the Conductor what to do. He told me to remain on the car and go as far as Washington Street as there was a Supervisor on duty there and he would help me to locate the car. This gentleman, **Mr. Evans**, Supervisor No. 30, stopped each car going to inquire and after stopping about four cars finally located the purse. Mr. Evans was so very courteous and obliging in helping me in my difficulty that I am prompted to bring to your attention these two men which goes to show that L. A. Railway have some real men in their service, which prompted me to write this letter to let you know that courteous and honest treatment by your employees is appreciated and worth bringing to your attention."

MRS. WM. COLGAN,
(No address shown)

From Our Mail Sack also come Letters of Commendation for:

CONDUCTORS:

I. Gasparro, Div. 3
W. B. Mills, Div. 5
H. Tann, Div. 3
G. M. Brown, Div. 5
V. E. Davis, Div. 3
Wm. Gardner, Div. 5
L. L. Gere, Div. 3
E. E. Cornelison, Div. 5
R. G. Monahan, Div. 3
W. L. Simpson, Div. 5
J. E. Caverly, Div. 1
T. N. Willis, Div. 3
J. M. Hawley, Div. 3
S. M. Alexander, Div. 3
J. R. Dean, Div. 5
G. D. Linton, Div. 5
D. W. Ryan, Div. 5
S. R. Leckey, Div. 3
C. W. Hannon, Div. 5
N. L. Hoskins, Div. 1
C. H. Coats, Div. 1
L. H. Elliott, Div. 4
A. R. Miller, Div. 3
S. A. Auger, Div. 3
H. D. Plank, Div. 4
A. W. Ehlers, Div. 1
S. C. Hodel, Div. 4
B. D. Billings, Div. 5

J. D. Gennusa, Div. 1
C. M. Clemons, Div. 3
J. L. Reeves, Div. 4
C. E. Moore, Div. 1
H. H. Markhage, Div. 1
D. R. Greenfield, Div. 1
I. L. Mattern, Div. 4

MOTORMEN:

S. Scheinert, Div. 5
H. N. Andrews, Div. 3
F. T. McClendon, Div. 1
J. W. McCullough, Div. 1
S. L. Bragg, Div. 3
L. L. Phipps, Div. 1
L. R. Thompson, Div. 4
D. D. Thoads, Div. 4
F. Zind, Div. 4
D. J. Thomson, Div. 3
C. C. Boland, Div. 4
S. R. Harrington, Div. 4
E. H. Mohler, Div. 1
U. E. Dunn, Div. 4
H. F. Hickman, Div. 4
G. E. M. Thomas, Div. 1
O. W. Lyford, Div. 5
B. G. Belman, Div. 3
G. H. Brinley, Div. 1
G. B. Stoker, Div. 4
F. G. McMullen, Div. 4
T. E. Dyer, Div. 3
P. McGrory, Div. 4
L. F. Auker, Div. 4
H. D. Spear, Div. 4
F. C. Shafer, Div. 1
F. E. Kimble, Div. 1
H. S. Porter, Div. 3
F. Monaghan, Div. 5

OPERATORS:

G. I. Gurnea, Highland Park
S. C. Richmond, Western
E. E. Taggart, Sunset
D. M. Ott, Alvarado
A. C. Alexander, Sunset
O. H. Boyer, Figueroa
L. Singer, Wilshire
F. J. McKeen, Beverly
D. G. Barstow, Wilshire
M. Ostler, Wilshire
P. M. Gratzner, Melrose
C. A. Boeving, E. 9th-Whittier
W. Haynes, Maywood-Bell
F. L. Srack, Vermont-Glendale-Riverside
K. M. Annis, Crenshaw
A. B. Holliday, Jr., Crenshaw
V. R. Lacy, Wilshire
L. M. Besentry, Jr., Washington-Adams-Jefferson

Waiting For the Hot Turkey



Division Five Team Wins Dinner

By MASON & MADIGAN, F. & J.

When Mrs. Boyd makes a bet, she makes one, and when she loses she pays. And here you have the picture. She came out cold turkey and told our basketball team that if they would win a certain game, she would put on the feed. All they had to do was to come on up to the house and take on the chow. Needless to say, the boys won the game, and on January 26 Mrs. Boyd paid off in hot turkey, and how! Two twenty-seven pound birds and cornbread dressing galore formed just part of the menu. If W. B. Smith, the good-

From left to right around table: Carl Anderson (Official Coach), W. A. Ullrich, B. D. Scott, Grady "Tex" Brown, G. M. Maxwell, Doyle McClurg (Manager), H. F. Weber, W. Bailey, Jack Dunson, Fred Mason and W. B. "Cornbread" Smith. Standing on the left is Jim Madigan, and on the right, B. B. Boyd.

looking chap on the right closest to the camera, makes as many baskets through the whole season as he had helpings of cornbread dressing he'll set a record. Ray Pace was the only player unable to attend. Ray is quite a basketball player and

believes in training, but this time he trained for the dinner. He went on a little fast with the view in mind of punishing a lot of turkey. Came three o'clock of the afternoon of the dinner when he decided he would take only just a little hamburger sandwich, and that was his downfall. The hamburger wouldn't keep to Pace and Pace couldn't keep pace with the hamburger. Yes, Ray was quite a sick boy. However, he did not miss out entirely as Mrs. Boyd sent him a nice plate of the cold turkey with all the trimmings. Mrs. Boyd, dressed in a basketball uniform, was a great hostess, and Mr. Boyd a top-notch host. Boyds will be Boyds.

BASKETBALL PERSONALITIES

EDDIE CHRISTENSEN, Division 3 forward, hails from Chicago and played his first basketball season at Parker High School in that city. Eddie also played three seasons here at Lincoln High. In the second season, the team won the All-City Championship and for his excellent playing in the second and third seasons, Eddie won the rating of All-City Forward. He is now playing his third season for Division Three.

Jerry Triboulet, Division Three guard, claims Basco, Illinois, as his home town. Jerry played three sea-

sons of basketball for Basco High and one season for Fresno (California) High. Later he played the 1927-28 season for the Fresno Y.M.C.A. That was the season they walked away with the San Joaquin Valley Championship. Jerry is now playing his third season for Division Three.

Norm Farmer, a forward of the South Park Shops Team, came from Elyria, Ohio; played one season for Fremont High School and five seasons in DeMolay and Y. M. C. A. teams. In the 1934-35 season, Farm-

er's DeMolay team won the Southern California DeMolay Association Championship. He is now playing his second season in the Lary League.

Larry Stanley, also a forward in the Shops Team, came all the way from Mexico, Maine, and played two seasons for Mexico High. This is his second season for the Shops.

"Boots" Weaver, Division Four forward, hails from Granite, Oklahoma; played three seasons of basketball at the Ozark School in Granite and one season for Granite High. The

HOOKERS, SLICERS AND TOPPERS SPEND FIELD DAY

By A. L. DAVIS, *Shops*

latter was a championship year for Weaver's team. Then he came here and helped Division Four win the 1935-36 championship. He is now playing his third season with the Division Four boys.

Freddie Whitcomb, Division Four guard, is a New Yorker by birth, a Brooklynite if you please. Plays the East Side style of basketball but it's very effective. Freddie learned the ropes in two seasons in Brooklyn High. Then he joined the Navy and played three more seasons on the U. S. S. Saratoga. The gobs won one Championship and Freddie helped Division Four win another in the 1935-36 season. He is now playing his third Lary season.

Manuel Salsido, guard for Vernon Yard Team, is a Watts, California, boy and sums up his basketball experience as having played for Jordan High, Belvedere Trojans, Watts Comets, Cardinals (Catholic League), Olympia A. C. and two previous seasons with the Vernon Yard team.

John Mendez, Vernon Yard center, gives El Paso, Texas, as his home town and states briefly that his former basketball activities were in the Santo Nino Catholic League of Los Angeles. Mendez is now playing his second season for Vernon.

Junior Wycoff, Los Angeles Motor Coach forward, is a native of Van Horne, Texas, and played three seasons for Van Horne High. In the third year, the team won the Pecos County League Championship. Wycoff is now playing his second Lary season.

Joe Miranda, Vernon Yard forward, originated from Sonora, Mexico, but has played all his basketball in Los Angeles with the Trojans (not U.S.C.), Lafayette Junior High, Homer Toberman Playground and two seasons with Vernon Yard.

"Pin" Boswell, Division Four forward, is an Oklahoma lad from a town named Victory. Boswell played four seasons for Victory High and five seasons with independent teams. This is his second season with Division Four.

DISREGARDING the "elements" and all ominous "prophets" the following hopeless addicts to the ancient art of divot digging, Jack Bailey, Bert Timbs, Paul Wood, Gene Lockridge, G. Gifford, F. C. Lydiard, Jerome Rich, M. H. George, Eddie Miller, J. Adams, T. Noteman, Wm. Veal, Tom Tripney, Mr. Davis, R. G. Wilson, and "Ye diaskeuast" did hie themselves with their implements and alibis to Sunset Fields Golf Course, Saturday morning, February 19, with visions of dropping forty-foot putts and banging out three hundred yard drives. All with the ultimate Scotch purpose of collecting the prize money. Now, it was not possible for the visions of each to be realized; however, a sufficient number of extenuating circumstances came forth vindicating all disappointments. Two were destined to see their anticipations realized and Mr. T. Noteman, whose famous profile decorates this article, was first prize winner, and was duly presented with a questionable \$5.00 check. Mr. Maurice George was the winner of the second prize of \$2.50.

It is not the purpose of this article to bring ghosts out of the past. Therefore, if any gentle reader might be interested in knowing the actual scores shot, you are referred to the information bureau located at the base of the Sphinx resting on the

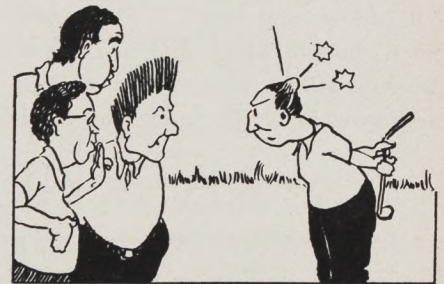


—Guy Gifford, Div. 1

T. Noteman bags the tourney.

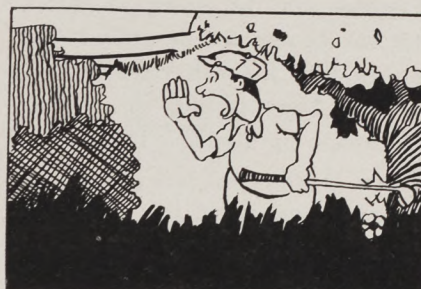
banks of the Amazon overlooking the plains of Tibet.

Resolving to let the dead past bury its dead, thereby rising Phoenix-like to newer and loftier ambitions, the group decided to conduct a similar tournament on next March 19th. This event will probably be held at the Western Avenue Public Golf



"Hurt?"

Course or the Baldwin Hills Golf Course. At the time of going to press, this matter was not definitely settled. It was further agreed that each entrant was to forward an entry fee of \$.50 to "Ye Scribe"—Monies collected by such entry fees to be offered as first and second prizes for the lucky souls fortune sees fit to smile upon. There will also

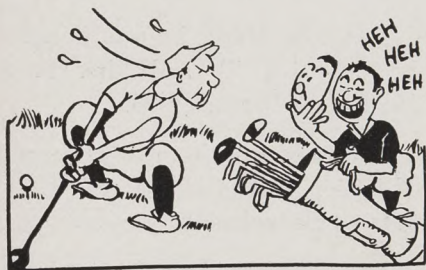


"Never mind the ball, caddie, find me!"

be "short hole jack pots" and "long drive contests" for those who feel lucky and skillful.

What is the matter with you ladies? Perhaps timidity and lack of dexterity in manipulation or sheer bashfulness are keeping you on the sidelines. If such be the case, pack all such reserve, unnecessary affectations and dignity away for the day and bring your natural, sweet selves out in God's great outdoors for a pleasant game. A special prize will be provided for you if you put a "foursome" in the field.

Take heed all ye who love the Great Outdoors and are not above indulging in the ancient Scottish diversion. Keep March 19th open—forward your entry fee with your name and address to A. L. Davis, South Park Shops, at least a week in advance, and be present for the athletic classic. You are assured of a good time and good fellowship. We'll look for you on March 19th.



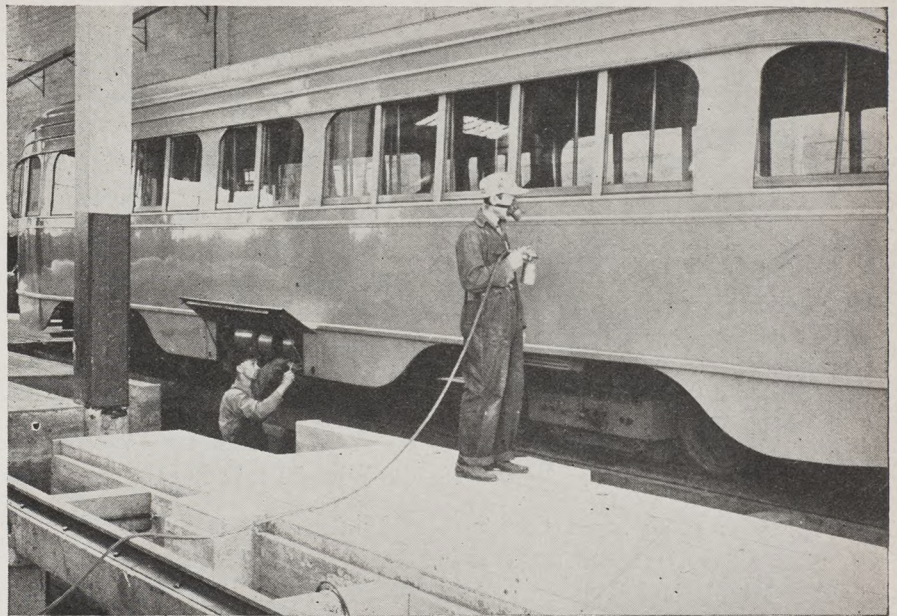
Sufficient Unto the Day

"I lock the door on tomorrow,
I firmly withdraw the key;
So, if it be joy or sorrow,
I cannot, I will NOT see.

I look not through that keyhole;
I turn my eyes from that door;
I see just this day only
And not one moment more.
Then all night long I slumber,
While the watchful stars hold
sway;
But when I awake—it is morn-
ing!
TOMORROW? Oh no! Today!"

—The In-Com-Co.

Inspection and Repair Pits in use



CHECKING OVER A STREAMLINER: *Erick K. Dahlstrom, Head Car Body Repairer, inspecting motor generator set; Harold F. Cass, Painter, spraying a damaged panel.*

Recently completed at the South Park Shops, the two inspection pits shown here are materially decreasing the time necessary to make repairs on our P.C.C. cars, as both body and under equipment may be worked on simultaneously.

The two large pits are constructed with a short lateral pit between them, so that when necessary shopmen may

go from one to the other. Recesses have been provided in the pits where tools necessary for all types of work may be placed, being readily accessible to workmen.

These inspection pits were constructed by our Way and Structures Department under the supervision of Les Sparks, Supervisor of Buildings and Bridges.

Swingtime Problems



"He's still thinking about that truck!"

—Guy Gifford, Div. 1



CONGRATULATIONS TO:

Substation Operator E. A. Ness, married on February 5 to Miss Jean E. Paulsen.

Conductor D. L. Stille (Division 4), married on January 20 to Miss Virginia Wanda Ricketts.

Jared Smith (16th Street Garage-Storeroom Clerk), married on January 22 to Miss Isabelle McKeown.

N. Winston, Jr. (16th Street Coach), married on February 12 to Miss Beatrice Tyler.

R. N. Ross (South Park, D-6), married on February 10 to Miss Maxine Mildred Chorn.

RETIRED EMPLOYEES ASSOCIATION

By D. L. GRAGG, *Secretary*

Regular meeting of the Association was held in Room 309, General Office Building, on February 15 at 2:30 p.m.

Sixty-five members of the Association were present. Mr. R. O. Crowe, Vice-President of the Railway, was present and made an interesting talk, taking occasion to recall meetings he had with various members in the years gone by.

Many of the men who were recently placed on the retired list were present and joined the Association. Talks were made by F. Van Vranken and T. Y. Dickey. Also we had the pleasure of having with us Miss Emma Quigley, Librarian.

The next meeting will be held at the same place on Tuesday, March 15, at 2:30 p. m.

LARY SICK FOLKS

By R. A. PIERSON

Superintendent of Personnel

During the month of January there were 33 employes confined to the California Hospital, which represents 219 hospital days. The cost of the Hospital service was \$1,432.00.

Regret to report the death of four employes during the month of January, and the death of the wives of two 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 month of January, there were 195 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

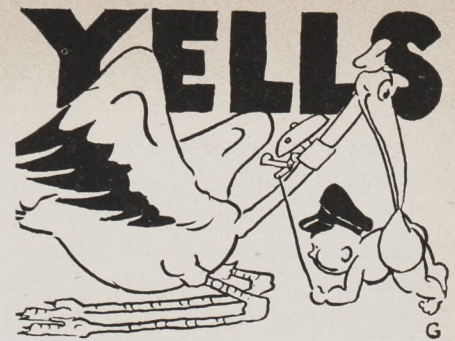
On February 1, 1938, a bulletin was issued in regard to the addition of five doctors and six druggists to the medical panel, and the transfer of our hospitalization from the California Hospital to St. Vincent's Hospital.

OBITUARY

James Ray Hardin, on the Pension Roll, died February 4, 1938. He was born in Ashville, North Carolina, April 27, 1861, and entered the service as Driver December 18, 1887; appointed Gripman in 1890; appointed Motorman 1893; appointed Information Man May 20, 1922, and was placed on the Pension Roll January 1, 1933.

Ivan Lorenzo Rauch, Operator Motor Coach Division, died January 27, 1938. He was born in Canby, Oregon, December 21, 1904, and entered the service of this Company as Motor Coach Operator, October 4, 1933. He is survived by his widow and three children.

The wife of Julius Blum, Cost Accounting Clerk, died February 3, 1938.



BEST WISHES TO:

Joyce Annette, born to Operator (Division 1) and Mrs. W. M. Elliott on February 7.

Sharon Kay, born to Operator (Division 1) and Mrs. E. G. Driscoll on January 24.

Roy Densel, born to Operator (Wilshire) and Mrs. D. R. Owen on December 28.

Charles Nickolas, born to Machinist (16th Street) and Mrs. Eli Deack on January 19.

Margaret Ruth, born to Conductor (Division 5) and Mrs. A. R. Wilmeth on January 18.

Josephine Marie, born to Conductor (Division 5) and Mrs. F. S. Hughes on December 28.

Robert Mertin, born to Motorman (Division 5) and Mrs. E. W. Trousdale on December 16.

Joe Frank, Jr., born to Conductor (Division 3) and Mrs. J. F. Turner on January 20.

Melvin Charles, born to Carpenter (South Park, D-12) and Mrs. N. C. Farmer on January 15.

Charles LeRoy, born to Motorman (Division 5) and Mrs. C. L. Sparling on January 22.

Claude Franklin, Jr., born to Motorman (Division 4) and Mrs. C. F. Wheeler on January 14.

Patsy Lynn, born to Motorman (Division 4) and Mrs. R. R. Weir on January 21.

Deanna, born to Substation Operator and Mrs. W. S. Drummond on February 13.



William Edward Darby, File Clerk, Claims Department, was placed on the Pension Roll, effective February 7, 1938. Mr. Darby entered the service as Motorman, Division 1, August 1, 1898; appointed Messenger, Claims Department, March 1, 1923; appointed Reception Clerk, Claims Department, May 1, 1924, and appointed File Clerk, Claims Department, April 1, 1926. His present address is 3419 Maceo Street, Los Angeles.



Edmund Oscar McKinney, Motorman, Division 1, was placed on the Pension Roll, effective February 2, 1938. Mr. McKinney entered the service as Motorman, Division 1, April 28, 1913. His present address is 1178 East 49th Street, Los Angeles.



Harry Thomas Tuttle, Manager of Restaurant, Division 3, was placed on the Pension Roll effective February 1, 1938. Mr. Tuttle entered the service as Conductor, Division 3, February 7, 1910; appointed Dispatcher, Transportation Department, January 2, 1914, and appointed Restaurant Manager, Division 3, November 1, 1925. His present address is 557 West Avenue 28, Los Angeles.



Fred Weseloh, Flagman in the Transportation Department, was placed on the Pension Roll, effective February 8, 1938. Mr. Weseloh entered the service as Motorman, Division 2, August 29, 1899; transferred to Division 5, July 31, 1932; appointed Temporary Flagman October 17, 1936; appointed Regular Watchman, Division 2, Mechanical Department, January 1, 1937; transferred to Flagman, March 1, 1937. His present address is 5859 South San Pedro Street, Los Angeles.

CREDIT UNION OFF TO GOOD START

THE organization of the "Los Angeles Railway Employees No. 1 Federal Credit Union" was held January 26, 1938. After the plan was presented to employees, the following were elected to serve as officers:

Board of Directors: A. L. Juul, W. E. Whiteside, S. Underwood, Helen Hughes, E. C. Ellwanger, A. H. Charlton and S. C. Haygood.

Credit Committee: G. H. Campbell, J. J. Stirling and W. M. Morgan.

Supervising Committee: J. W. Murray, C. P. Carter and H. E. Gas-kill.

After the organization meeting the Board of Directors met to elect officers and adopt a set of policies, which would meet with this group's particular needs.

The officers elected were: A. L. Juul, President; W. E. Whiteside, Vice-President; S. Underwood, Treasurer, and Miss Helen Hughes, Clerk.

The following policies relating to membership, savings and loans were then adopted:

Membership: Any employe working "at" or "out of" 1060 South Broadway, and members of their immediate families, may apply for membership by filing a Membership Application accompanied by an entrance fee of 25 cents. The fee is not returnable. (An employe working "at" or "out of" 1060 South Broadway, means any employe working in the building or reporting directly to the building; and "members of their immediate family" means any family relation living under the same roof as the employe, can open an account in his own right or in joint tenancy with the member.)

Savings: Installment deposits will be accepted in units of \$1.00 on the purchase of shares, the value of which is \$5.00 each. No member may purchase more than 10 shares per month.

Withdrawals may be made at any time, although the Board of Directors may require 60 days written notice of intention to withdraw. Dividends on shares are declared annually and are based on the earnings of the Fund. In no case will the dividends exceed 6 percent.

Loans: Applications for loans up to \$150.00 will be received by the Treasurer. Loan applications must be approved by the Credit Committee before the loan is made. On his signature a member may obtain a loan of \$50.00 in excess of the amounts of his membership deposits. Loans greater than \$50.00 in excess of membership deposits have to be adequately secured, usually by a co-signer, or by posting security acceptable to the Credit Committee. The interest rate on loans is 1 per cent per month on the unpaid balance. On a loan of \$100.00 repaid in 10 equal monthly installments, the total cost of the loan to a member is \$5.50.

The above policies established, the newly elected officers set themselves to the task of publicizing the organization among the field of membership, which includes approximately 300 employes. The following results were obtained between the period of January 28, when the books were first officially opened, and February 15, a period of 18 days; one pay-day falling within this period:

Membership, 91; Money paid in on shares, \$359.00; Membership fees, \$23.25; Number of loans granted, 3; Amount of loans granted, \$100.00.

Yes, we are proud of the first few days' achievements. Are you a member? See any officer for a Membership Card. Open a joint account with your wife. Open a trust account for a minor.

The Credit Union can and wants to serve you.

DIVISION



Division Five

FRED MASON

The latent talent of many of the boys was certainly brought out during the rehearsals for our Division Minstrel Show. From early morning till late at night one would hear banjo strumming, strains from ukuleles, and never an hour passed without a quartet warbling songs of long ago. The strains of music, merriment and laughter prevailed the air, and one could not help but be drawn into the spirit of things. During those two weeks of rehearsing many a scowl



C. R. Fulton, Clerk at Division 5, Mechanical Department, spends his spare time as Scout Master of Troop 287 in Hawthorne, where his two sons, George, age 14, is Scout Scribe, and Bob, age 13, is Patrol Leader of the Flaming Arrows.

was turned into a smile. "Not a scowl in the car barn" seemed to be the order of the day. Evidence of how scowls were turned into smiles was brought out when Operator Johnny Dunson came in off an Owl run, and, through no fault of his, had three accident reports to make out. He wasn't really scowling, but he wasn't smiling either. He was just coming into the waiting room when the 5:00 a. m. shiners were singing the last strains of "Pack Up Your Troubles In Your Old Kit Bag" with "Smile, Smile, Smile." Johnny stopped right in his tracks, the corners of his lips curled up, then his teeth showed through a big grin, and presto, he was right into the sing song. By the time the boys got through singing "Let Me Call You Sweetheart" he had his three accident reports made out and while making them out he was smiling as though he might have been writing a love letter. Yes, boys, it's the harmony that counts. Let's keep it up.

It is a long time since the Pied Piper did his stuff but he must have imbued those rodents with plenty of music. Early one morning, when one of our impromptu quartet was putting out a little harmony, Conductor Fred Skarda espied a tame white rat heading toward the waiting room. The little rodent decided to put on an act by shinnying up a trolley rope on a car that was just ready to pull out. That's when Fred grabbed him and the act was cut short. He gave the rat to Foreman Jim Madigan whose pet hobby, by the way, is raising canaries. Well, what has that got to do with raising canaries, you might ask. And the answer is, nothing, except that Jim traded the

rat to the man he buys his bird seed from for five pounds of seed. Just a case of rat feeding birds.

Motorman Frank Cavenee is taking a 30 day leave of absence to get some dental work done and to cut down on



Susanne Louise, age seventeen months, daughter of Motorman and Mrs. M. E. Dally (Div. 5).

next year's income tax. When he comes back on the job he will have a new gnash and a big appetite.

For the first time in fifteen years Motorman and Mrs. J. L. Hoffman are taking a trip back to New Orleans to visit the folks and take in the Mardi Gras. Before returning from New Orleans they will trip on up north to Berkeley to visit a daughter. They will be gone for sixty days.

Conductor George Prier has resigned, having decided to take up

NEWS

other work in Independence, California. Good luck to you, George.

Motorman and Mrs. Ray Pace and baby were away for two weeks, making a trip back to visit the folks in Amarillo, Texas.

Motorman Teddy Parsons has given up the controller for the flag and effective March 1 will be a Regular Flagman. Many happy wavings, Teddy.

Motorman R. G. Copeland reports an amusing incident which occurred recently. At Vernon and Figueroa an elderly man alighted from his car, carrying a heavy shopping bag in one hand and a small gunnysack in the other. He walked over to the bench on the sidewalk, dropping the shopping bag on the ground and very gingerly placed the gunnysack on the bench. He then opened the sack and there sitting on his hindquarters was a cute little black Cocker Spaniel. He sat there like a little statue and nary a peep came out of him.



ELECTRICAL



WALTER WHITESIDE

Emily Post says a "Gentleman" is a man who is considerate of the other person, especially the fairer sex. To this type of man we dedicate the bouquet of the month—Leonard Brown. One day recently Leonard was riding a bus when a large lady boarded and sat down beside him. After riding a few blocks she accused Leonard of not being a gentleman. This annoyed him very much and he asked her why she thought he was

not a gentleman, whereon she replied that if he were he wouldn't try to occupy the whole seat. The informant missed part of the conversation that followed, but he surely was surprised when the lady tried to force Leonard out of the side of the bus. Yes, Leonard then remembered Emily Post and yielded the whole seat to the lady.

Congratulations to E. A. Ness on becoming a husband and also to W. Drummond on becoming a father. You boys might contact James Rose and Wm. D. Hunter for any pointers, as they went through the same ordeal last month.

We might refer to F. U. Allfie as the man of the next six months—he was chosen to serve on the Superior Court jury.

There appears to be a considerable amount of candy-buying among the men folks of the Line Department of fice but no one wants the credit. Can it be that the ladies are holding the whip hand?

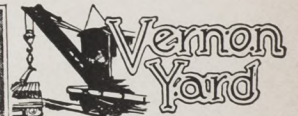
W. R. Pollard is the proud owner of a nice new 1938 Pontiac.

Isn't it taking unfair advantage of your fellow employe to buy cold storage eggs wholesale and sell them for fresh eggs at the top retail price? It is reported that this type of practice is being carried on by certain members of the Line Department.

We have it from a reliable source that Duke Cochran has spent several days looking 'em over at the "Angel" school.



Sue Ellen Pollard, seven year old granddaughter of Substation Operator W. R. Pollard.



H. I. SCHAUBERT

Bud Evarts, Carpenter's Helper, suffered a severe knee injury recently while tobogganing at Snow Valley. The ligaments were badly torn and he will be off duty for some time.

Frank Bache has been off duty for a couple of weeks with bad eyes. Probably "Kleig eyes," as a result of the recent photographic spree indulged in by Editor Lydiard and Photographer Jones in the Yard recently.

Pat Connolly paid the Yard a visit a few days ago. Instead of retiring as all good railroaders would have done, Pat took up house painting. He likes it so well that he has offered to do any of the boys' homes, just to keep from going stale.

Les Sparks is busy installing cash rooms in the various Divisions, preparatory to a change in handling of daily receipts.

Charlie Plume made a trip to San

Francisco last month to attend the funeral of his brother, Ed, who had been a detective lieutenant on the San Francisco Police Department for a number of years. Our sympathy to Charlie and the family.

Lino Preciado has asked for leave of absence of thirty days to attend the celebration of the golden wedding anniversary of his parents, in Mexico. Here's hoping for a pleasant trip and a happy reunion, Lino.

Caryl Thompson is rapidly recovering from his recent serious illness. He must be quite himself again as his wife reports that he is getting very "crabby" because the doctor does not release him for duty.

It is reported that the Postal Department thought that the Christmas rush was on again following the recent issue of Two Bells, many copies being sent as far as Italy. Hope it won't work any hardship on the Immigration Officials, too.



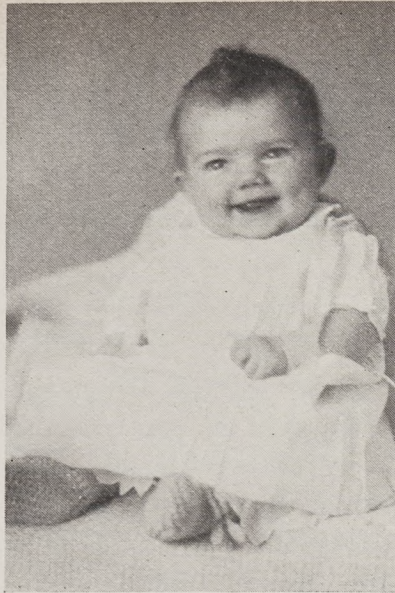
Division Three

L. VOLNER

During the past month Superintendent Daniel Healy was off duty for several days on account of sickness. In his absence Foreman Robert Reid looked after the business of the



George, Jr., eight months old son of Motorman (Div. 3) and Mrs. George M. Woodward.



Janice Ruth, three months old daughter of Conductor and Mrs. J. K. Loftin (Div. 3).

office, and this caused Harry Gilmore to attend to the Foreman's duties. We are fortunate to have such competent men who can step into any office and attend to its duties with credit.

The boys were thinking that Operator R. A. Snyder must have been in a fight the way he had his ear bandaged, but that was not the case. Mr. Snyder had had an operation performed on his ear. We are glad to state that same is okay now and that he has returned to work.

Motorman H. W. Livesay was off duty for some time on account of sickness, but is now back at his old post.

Recently, several men took the examination for the Police Department, our popular Conductor, C. F. Detrich, being in the bunch. We are glad to state that his grade was among the best. Thus, on the first call, he is sure to be assigned. There are quite a number of men on the Police Force who used to be either Conductors or Motormen, and the training they received while on the cars is a great help to them in that position.

In a recent fire Conductor O. G.

McDermith suffered the loss of two automobiles and his garage, besides considerable damage to his house.

During February the "5" and "W" lines had new schedules. As usual, some say they got better runs while other say not so good.

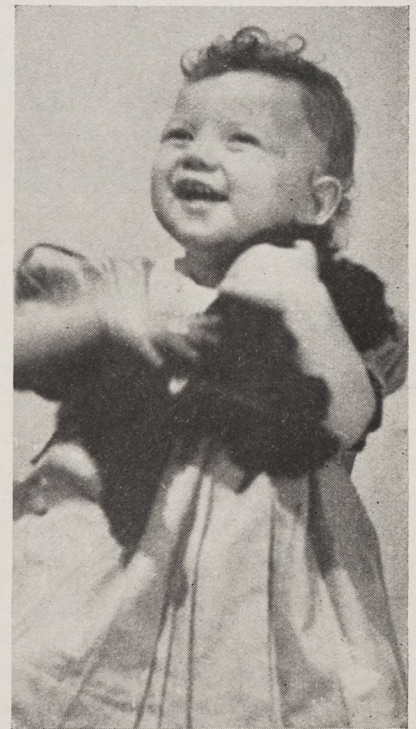
Among the many new autos seen around the Division is Motorman John Corsen's Oldsmobile sedan.

It is beginning to look as if we might have cash receivers at this Division in the near future, as carpenters and painters have been busy on the old cashier's room and have brightened it up considerably.

For many years Motorman F. M. Osborn has been quite a motorcycle operator. Now he says it is the family car, as his wife and son ride same with him.

Motorman S. L. Bragg is on a short vacation, which he is going to spend at home.

Motorman V. M. Dew is going to his old home in Detroit, Michigan, to spend his sixty days.



Frances Irene, one year old daughter of Operator (Div. 3) and Mrs. E. B. Adams.



16th Street Coach

CHARLES H. HARDY

Much enthusiasm is shown at the Speaker's Club meetings held Tuesday evenings between 6:30 and 7:30 at the P. E. Club. Thus far, none of those who took advantage of this splendid opportunity have dropped out and all are attending regularly.

H. A. Armstrong and his wife are recovering from injuries received in an auto accident up north early in January.

Al Brehm's exclusive rod and reel club is all set for some plain and fancy fishing. Al will undoubtedly keep the Division supplied with sea food and fish stories, as has been his custom in the past.

"Moon" Mullins and C. Lyle were almost bewildered when they drove Twins out on East Ninth recently, the first time in years.

Johnny Sherwood, already wearing

a long face since George Canon left, checked in grimy and footsore after his first day on the rear platform.

A lady asked P. Youngman whose coach was parked at Fairfax, how far it was to Los Angeles. He informed her about 6½ miles. "You can't fool me," she replied. "There is a sign which reads, 'End of 25 Mile Zone'."

C. B. Montgomery's car was badly wrecked when it tangled with a snow plow on a mountain road recently.

Ralph Cunningham has almost decided to stick to writing poetry and midget racing. He went fishing recently but only fed the fish. The fishing boat owner was so moved by so pathetic a sight that he gave Ralph a free ticket to try again some other time.

When L. D. Ulmer has a craving for ham he goes out to his ranch beyond Idyllwild and gets it fresh on the hoof.

E. P. Martin is organizing the Coach hard ball team for the coming

season. Anyone interested is asked to get in touch with him.

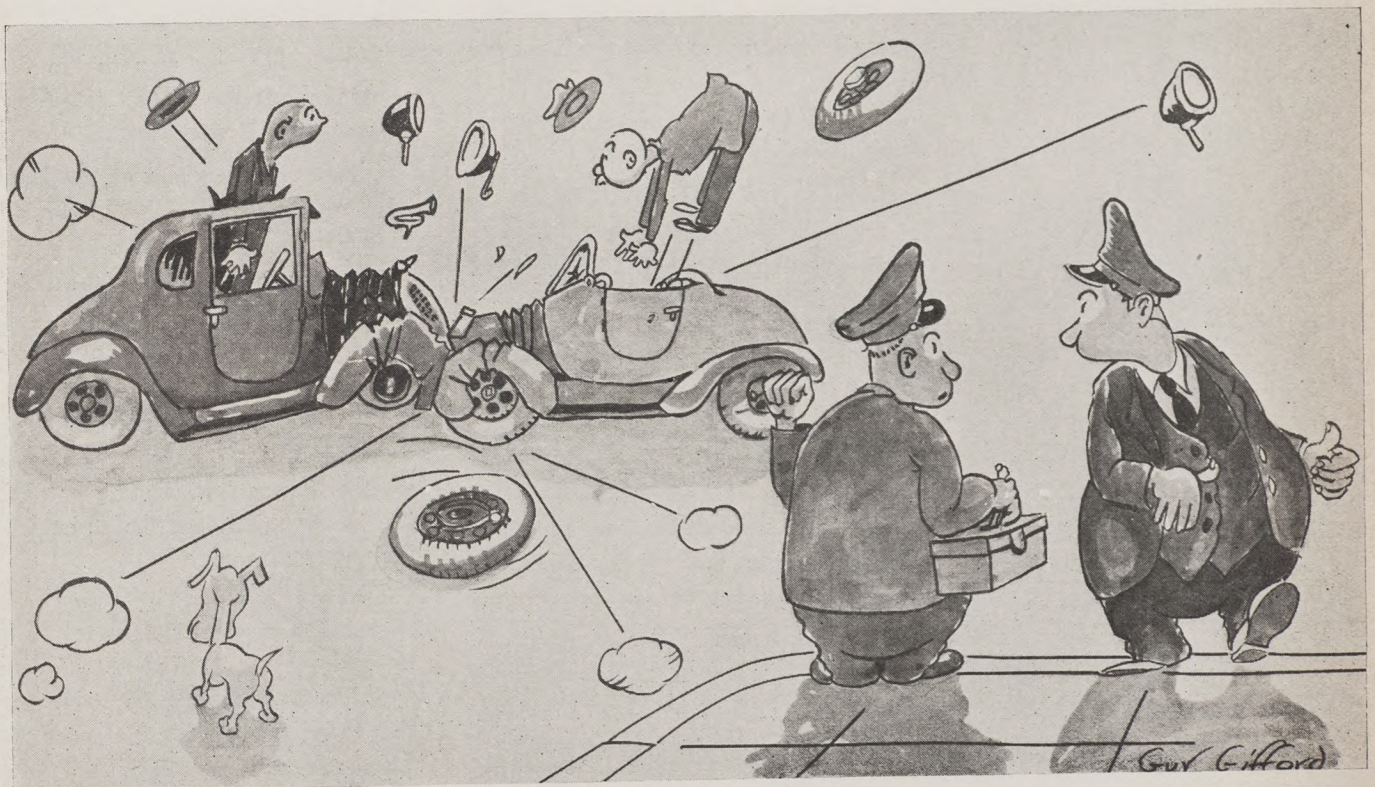
It is reported that Jimmy Kresge is kind and helpful to struggling typewriter salesmen, especially when there are prospects of a cut in the commission.

The following are the new men in this Division: H. Little, W. E. Pike, S. H. Collins, D. Braund, and R. Suderth. Take a bow, boys.

Your Scribe wishes to make this column as interesting as possible and you can assist him greatly by giving him any news items which might interest your fellow workers.

The three Coach Divisions held a Safety Party and Amateur Show at the P. E. Club on the evening of January 29. C. E. Morgan and F. C. Patton gave interesting talks on safety. An amateur show followed with R. M. Whitman as Master of Ceremonies. Fred Shafer won a meal ticket given as one of the door prizes. Dancing took up the remainder of the evening.

(16th Street Garage on Page 34)



"Let's wait for the fight!"

—Guy Gifford, Div. 1

Virgil & Santa Monica Coach

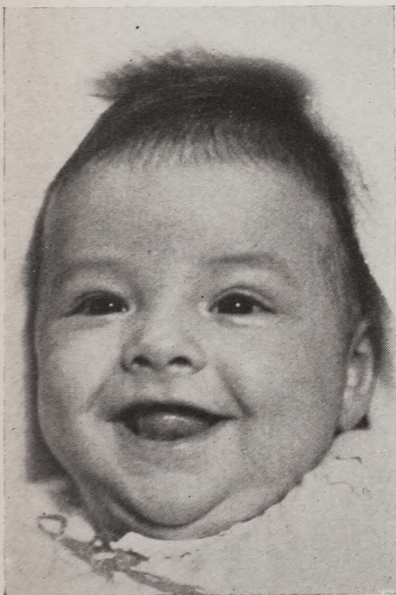


D. S. COBURN

The many friends of Operator and Mrs. Lee Burris were saddened and shocked to learn of the tragic accident in which Mrs. Burris was killed and Lee suffered a severe back injury when their car overturned near Arcadia while enroute to the mountains. Lee is now at the St. Vincent's Hospital and is glad to have his friends visit him there as often as possible. We extend our deepest sympathy to Lee and Mrs. Burris' family.

The type 700 coaches recently in service on Wilshire Boulevard line are now in service on the Sunset Line after having a fresh coat of paint. These, along with the new equipment, make a fine looking fleet of coaches and are appreciated by our operators as well as our patrons.

Operator H. H. Jackson recently experienced the feeling of having worked two long weeks for nothing. Upon cashing his check downtown the night he had been paid, he sauntered down Sixth Street toward Los An-



Carolyn Morrison Liles, age four months, daughter of Operator and Mrs. M. V. Liles (Virgil).

geles Street, when he was accosted by a stranger who asked him for a light. After fulfilling the request he turned to walk away when he felt something shoved against his back which felt altogether too much like a gun, and was told to hand over his money. This he did without any hesitation. He was then told to walk on down the street and the thief calmly walked away in the opposite direction. Just a moment later a radio car came by and Jackson hailed them. They gave chase and caught their man about a block from where the holdup took place. Jackson recovered his money.



F. ARLEIGH FRAZIER

If you have any dead horses to sell Bill Atkinson will buy them. It seems the boys of the Paint Shop have a pool of \$25.00 that is placed on the horse races which costs each one 70 cents. Al Carmichael drew a horse from the pool and before the race the horse died. Al sold his chance to Bill Atkinson for 10 cents and was Bill mad when he read that the horse was dead.

E. A. Oglesby has returned to work from sick leave.

W. H. Corwin lost his pass and we suggest he punch a hole in it and tie it to him as he might have to walk to work from Sunland.

We are glad to have O. C. Schmokel back to work after his illness.

S. J. Ormston was transferred back to Department 6 from Department 20 and seems to be glad to get home.

The boys of the Winding Room are watching for a Dollar Day to buy H. W. Shenton and G. E. Strickland large noisy alarm clocks to keep them from sleeping.

Felipe Carrillo has lots of money because he wants to buy a good gold chain for 25 cents.

Mark Langlois takes his lunch pail and puts it in the pit near the coach he is working on and it must have



Ronald Edward, nine months old son of Mr. and Mrs. V. W. Arnold (South Park).

been in someone's way so they put it up back of the coach on the floor. A little later they had occasion to move the coach. They would push the coach back about a foot and it would roll back again. Finally they went around in back to see what was holding the coach and found Mark's lunch pail mashed flat.

Introducing new men in the Carpenter Shop: J. E. McCoy, Elmer Peterson and Roger Boyd.

Introducing new men in the Truck Shop: A. Grossholz, E. Wankier, and F. Wallace.

Roy Blaise was down town and took in Dollar Day at the Famous and bought a new cap, jacket, overhauls, shoe, gloves and a chew of Star.

L. N. Mathis got pinched the other morning and we haven't found out whether it was for speeding or parking in the middle of the street with his motor running.

Ed Lindy made a trip to San Francisco in 8 hours and 15 minutes which he claims is a record but we just heard someone made the trip from San Francisco to L. A. in 1 hour and 7 minutes and 7 seconds.

Our sympathies to D. Manley and family in the death of their new baby.

Division One

R. C. RUGGLES



Ye Scribe, as a pedestrian, had the misfortune to have a "same way passing" accident with a standing automobile. The scribe hooked his right leg over the bumper of this machine and found, to his amazement, that steel is stronger than flesh, with the result he is under the care of a doctor. We hope that his forced retirement will be temporary and he will again be among us shortly.

On the rear end of one of our "J" cars, operating north on Grand Avenue, in charge of a very sedate gentleman, boarded a young woman very much under the influence of intoxicating liquor. After persisting in forcing a conversation on the sedate gentleman in charge of the car, she alighted at her destination, and upon leaving insisted that she kiss the gentleman goodbye. As he is very much opposed to such practices he turned his head and was promptly kissed on the cheek several times, much to the delight of the passengers.

Operator A. H. Middleton had a peculiar accident Sunday, January 31. In stepping out of his auto he fell over the curb and broke his arm.

While on his way to work, Operator R. A. Fuller had the misfortune to have an automobile accident. He is still confined to his home.

Operator C. J. Morrissey, while crossing the street at Seventh and Central, was struck by a hit and run driver. His injuries were not serious but left him in a sore and bruised condition. However, he is back with us again, although still feeling the effects.

Operator C. P. Moore was called home to Wyoming on account of the illness of his father. Upon his return he reported his father much improved.

Operator O. H. Burton, feeling the urge of the "open road" decided to take a week-end trip. He left a change of clothes, camera, etc., in his car, parked in the usual place. But upon returning to his car, he found a window broken and everything gone.

Motorman E. O. McKinney, who entered the service in 1913, was placed on the Pension Roll February 2. Here's hoping he will enjoy his well-earned rest.

Conductor E. S. Wright, who has been collecting fares and issuing transfers since 1910, has been appointed a regular flagman, effective February 11.

Three outstanding events took place at our Division this month. First, we are happy to say that we

had one day with only one accident. Next, we won a basketball game from Division Four, the first in twenty-three games. And last, but not the least, Operator K. L. Wolfe had an Over.

Operator Ed Urban, on duty one day, was transferring his rule book from one pocket to another. An elderly gentleman, boarding the car at that moment, noticed this and boisterously slapping him on the back sang out "Hallelujah, Brother." Brother Urban, in hearty agreement, sang back, "Amen, Brother."

Conductor R. W. Brigham is taking ten days vacation. He states he is going to San Jose, but expects to take a trip to San Francisco during that time and haul in the whale.



—Guy Gifford, Div. 1



Division Four

C. J. KNITTLE

About two months ago Division Four's basketball artists had the pleasure of being walloped by the Division Five champions. When the smoke of battle cleared, W. C. Brown, a Division Four guard, emerged with a black eye.

There was some mystery in Brown's mind as to whether the shaded glim was the result of a premeditated plan or purely an accident.

On February 11, the Division Four and Division Five lads again met for a scheduled game. Brown resolved that this time he would keep his eyes open to ascertain if the opponents were indulging in foul play.

Brown is sorry now that he entertained such an unwarranted suspicion. In spite of the speed of the game, he observed every move of the Division Five boys except one, the one where Forward Maxwell's elbow flew back, fractured Brown's nose and blacked the other eye.

In a few short weeks Lary baseball fans will be preparing to attend the opening games at Vernon Yard Ball Park. Operator Pat Stevers will manage the Division Four team this season. "Lefty" Waggoner will be relief pitcher and two new players from Division Four Mechanical, consistent hitters, may put the Club in the "power team" class.

The screens which completely cover the front of the grandstands at the ball park serve two very good purposes. The fans are protected from the balls and the umpire is protected from bottles.

Speaking of bottles, do you get a dizzy feeling when you observe the initials of the Two Bells cartoonist, Guy G. Gifford? (This is not an ad for 3-G products.)

Superintendent W. H. Snyder and family have moved temporarily to 4075 South Normandie while their home at 1104 West 38th Street is being completely remodeled.

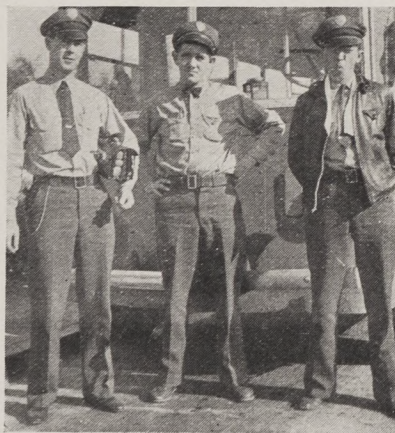
Les Sparks of the Way and Structures Department and a gang of carpenters, Foreman Eddie (Mac) Cavanaugh, M. J. Cass, Al Gettinger and Cleave Traywick spent four days recently preparing the cash room and installing money counting machines for the cash receivers who soon will be placed at the Division.

Eighteen Division Four trainmen were transferred to Division Five on January 18.

Remember the age-old advertisement depicting a married couple in affectionate embrace and headed, "Since John Quit Drinking"? Mrs. Tom Speed could tell an equally good one since Tom quit smoking.

A line shake-up was held for "B" line February 12 and four days later the "3" line had a shake-up. Both lines received new schedules. No runs were added nor taken off.

Motormen E. N. Bliss and Mark Lemley left February 24 for a two weeks trip to Texas. Bliss will visit his parents in Amarillo and Lemley will visit relatives in Wellington. The lads expected to make the trip from



Traffic Observer Tom Cumberland turns roving photographer. Left to right: R. A. Buffington, W. E. Rinker, W. H. Porter.

Los Angeles to Amarillo in twenty-four hours flat.

Conductor R. F. Howard returned February 28 from sixty days on the desert, spent in regaining his former good health.

16th STREET GARAGE

Ed Lentz and Norman Lane have been elected Manager and Assistant Manager of the Garage Soft Ball Team for the coming season. We expect great work from these live wires.

We extend our sympathies to J. H. (Buck) Jones who suffered the loss of his mother in an auto accident recently.

When Jack Savage sat down next to a foreign looking individual on a street car one morning his nostrils revolted at the pungent odor of a well known vegetable. He stood it as long as he could, then moved to another seat also partly occupied by a foreigner and also attended by the same smell. Jack sighed with expectant relief when the man got up to leave, but the smell lingered on. It was then that Jack decided to trace it to its source and found a large onion in his own lunch bag.

Ed Webb and W. Sproule traded shifts by mutual agreement, Webb going on days and Sproule on the second shift.

The Wash Rack enjoyed a class on astronomy conducted by J. H. McCornack in the boiler room during lunch time.

Bill Wilson has become such an expert on three-cornered pants that the boys visit his home just to watch him fold them.

H. McConaha, gateman, and W. Hylan are back with us after several weeks on the sick list. C. B. Lindsey, at the time of this writing was off for a few days with a bad throat and Walt Dewhirst was recovering from

abscessed ears, having been on the sick list for several weeks.

Joe Crawford and "Wimpy" Lingford are raising St. Bernard dogs. Sam Turner intends to raise elephants as they are just as big but eat less. It is reported that Paul Wood's one pound dog, "Braveheart" almost met its end in a mousetrap recently. Biting the hand that fed it, is what a dog was guilty of, after C. B. Lindsey's family had adopted it from the animal shelter. Having lost their family pet in an accident they saved this nice looking animal from the sausage mill, or wherever it is that unclaimed dogs go, only to have it snap at them and try to eat the milkman. The ungrateful pooch was returned to the shelter pronto.

Hollis Creager is back with us after a leave of absence.

Francis T. Ralphs is the latest one in the Garage to receive an award for a suggestion submitted.



Mechanical Divisions

F. F. ROBEY

Division One

Chris Christopherson, the day watchman, sure likes to have it rain—the fair sex always wait in his watchman's house during the heavy downpours.

Earl Skinner, the "snake charmer," made a week-end trip to Indio and 29 Palms.

Division Two

Another year has rolled around and the general topic of discussion among the Watchmen is: "What did you get?" Each one wants to know how the other fellow made out in the annual shake-up.

There have been so many changes this month at all Divisions—that space does not permit them being printed. Nineteen men have been transferred to South Park Shops; men have been sent from Division Five to almost all of the other Divisions and an entire new gang of

Cleaners, night and day, have been installed at Division Five.

Division Three

Our new grinder and blower certainly looks swell; all decorated up in aluminum. Just wait until the final touches are put on. It will be tops.

C. E. Shuetz is the new Day Cleaner transferred from the Garage.

Our lunchroom tables are all repaired and repainted, nice and clean. Let's keep them that way.

C. Mickleberry is the new Night Cleaner. Glad to have you with us.

Red Roman, the ex-Texas Oil King, is still spudding in.

Our new system of working is going fine. We will all soon be experts in our respective jobs.

We were very sorry to hear of the death of Mrs. Clara Evan's child—her only one, and we extend our sincerest sympathy.

Division Four

John Thewlis is back to work after being off several months with a broken leg.

Cliff Parker and Joe Campbell are the new committeemen at Division Four. Norman White was re-elected from nights.

Foreman W. W. Aldrich and family spent an enjoyable week-end in Bakersfield recently.

L. McDonald was given a new pair of skis and celebrated by going to Big Pines and spraining his ankle the first thing.

Cliff Parker and George Lendy were off for a few days with a touch of the flu.

Division Five

Wear your blinkers when you go through our store room. The stock racks are being painted cream with black trim.

Acting Foreman G. P. Macqualters and his wife made a trip to Victorville a few days ago.

For vocal lessons, see Bill Elmblad.

The boys are all thinking of building new houses, now that the F.H.A. is in full swing.



"Everytime I ask him where's a good 'Bookie,' he sends me to the library, Mr. Mott." —Guy Gifford, Div. 1

BASKETBALL HIGHLIGHTS



VERNON YARD'S BASKETBALL TEAM
 Back Row, left to right: S. Arballo, I. Carpio, J. Mendez, M. Salcido, M. Gonzales. Front Row, left to right: Joe Mirando, M. Carrillo, P. Martinez, E. Rodriguez.

By C. J. KNITTLE

A REFEREE, tripping over the foot of a player a few seconds after calling a foul on the team, stopped a game February 18 between Division Three and Five which might have been a honey.

The incident occurred in the first quarter. The referee, a paid outsider, took a violent tumble—and believing it intentional disqualified the player, C. T. Smith of Division Five.

The huge crowd of fans who had traveled across town to cheer the Division Five lads to the one victory needed to clinch the Trophy, thundered their disapproval to such an extent President Harry Gilmore ordered both teams off the floor and declared the game no contest.

With two games still to be played by Divisions Three and Five, there is a possibility of these teams tying up for first place. A quirk of hard luck on Division Five's part, and good luck on Division Three's part, would cause both teams to wind up with 11 games won and 3 lost.

Division Three, on the other hand, holds only a half-game lead over the Vernon Yard boys and is scheduled to play them on February 25. If the Vernon team wins, they may finish in second place.

The order of the remaining teams in the standings, which cannot change with the few games yet to be played, is: 16th Street Garage, L. A. M. C., South Park Shops and Divisions Four and One (tied for bottom).

The scores, highlights and official League standings as follows:

JANUARY 21—8:00 P. M.—Court No. 1

Division 1—14	South Park Shops—20
Franklin (10) F H. Miller (0)	
I. Mullenax F B. Miller (2)	
Milroy (4) C Stanley (7)	
Johnson G Chamberlain (3)	
N. Mullenax G Farmer (8)	

Score by Quarters

Division 1 2	8	8—14
South Park Shops 0	6	14—20

A clean game. Well played by both teams. Division 1 had the game in the first half, but Shops' 14 point gain in the second half was too much for the lads from Sixth and Central.

COURT NO. 2

L.A.M.C.—41	Vernon Yard—71
Hope (4) F Carpio (9)	
Pallas (11) F Miranda (14)	
Wycoff (11) C Mendez (31)	
Reynolds (7) G Aribello (2)	
Strong (8) G Salcido (11)	
Sub Carrillo (4)	

Score by Quarters

L.A.M.C. 13	25	28—41
Vernon Yard 13	28	46—71

This game was close the first half. Then Vernon got hot and Mendez piled up a new high with 31 points. Vernon's final score of 71 points will probably be the record high score for this season.

9:00 P. M.—Court No. 1

Division 5—42	16th St. Garage—17
Ullrich (10) F B. Jeffries (4)	
Smith (9) F Milchman (7)	
Pace (11) C Clark (1)	
Scott (10) G Aure (4)	
Bailey (2) G T. Jeffries (1)	

Score by Quarters

Division 5 12	22	32—42
16th St. Garage 3	4	7—17

Once again the Champs were too much for the Garage boys. Division Five, sticking to a man-to-man defense, added 10 points each quarter.

ANOTHER GROUP OF HOOPSTERS



DIVISION ONE BASKETBALL TEAM

*Standing, Left to Right: H. B. Mann, W. R. Mullenax, J. M. Craft.
Seated, Left to Right: W. G. Lloyd (Manager), L. N. Franklin,
P. S. Brezniak, N. M. Mullenax.*

COURT NO. 2

Division 4—16	Division 3—51
Spence (1).....F.....Broman (8)	
Rowe (1).....F.....Triboulet (6)	
Brown (3).....C.....Barnett (27)	
Waggoner (4).....G.....Vance (0)	
Wildish (5).....G.....Evans (0)	
Houck (2).....Sub.....Hardwick (7)	
	Sub.....Coultas (1)
	Sub.....Martin (2)

Score by Quarters

Division 4	4	8	10—16
Division 3	15	29	47—51

Just a game. Barnett thought he was down south handling watermelons and, reaching over the fence, grabbed 27 for the evening.

JANUARY 28—8:00 P. M.—Court No. 1

Vernon Yard—36	Division 1—8
Carpio (5).....F.....Franklin (3)	
Miranda (9).....F.....N. Mullenax (2)	
Mendez (9).....C.....I. Mullenax (0)	
Torres (2).....G.....Craft (0)	
Salsido (11).....G.....Johnson (3)	

Score by Quarters

Vernon Yard	9	17	26—36
Division 1	5	6	7—8

A good practice game for Vernon. The Division 1 lads played their usual aggressive game but lacked system.

COURT NO. 2

South Park Shops—23	Division 4—25
Stanley (9).....F.....Wildish (6)	
Farmer (3).....F.....Rowe (6)	
B. Miller (2).....C.....Brown (6)	

Chamberlain (5).....G.....Curry (3)
Ross (4).....G.....Waggoner (4)

Score by Quarters

South Park Shops	6	10	15—23
Division 4	6	12	17—25

This was a close game all through with neither team having any advantage. A good clean game with Stanley of the Shops high man with 9 points.

9:00 P. M.—Court No. 1

Division 3—34	16th St. Garage—20
Christenson (5).....F.....Lehman (4)	
Broman (13).....F.....Clark (9)	
Barnett (7).....C.....Pitts (3)	
Hardwick (2).....G.....B. Jeffries (0)	
Robinson (5).....G.....Turner (4)	
Vance (2).....Sub.	

Score by Quarters

Division 3	12	20	31—34
16th St. Garage	5	5	12—20

Broman's 13 points took the game for the foothill boys in this interesting contest. Both teams played a fast game without the usual roughness.

COURT NO. 2

Division 5—48	L.A.M.C.—27
Ullrich (4).....F.....Hope (0)	
Smith (14).....F.....Pallas (8)	
Maxwell (8).....C.....Strong (6)	
Scott (8).....G.....Reynolds (3)	
Brown (2).....G.....Wycoff (8)	
Bailey (8).....Sub.....Crownover (2)	
Weber (4).....Sub.	

Score by Quarters

Division 5	11	23	30—48
L. A. M. C.	7	11	16—27

Another push-over for the sea gulls with Smith's 14 points aiding materially in the high score. Pallas' 8 points and Wycoff's 8 points kept the Coach boys from being completely snowed under.

FEBRUARY 4—8:00 P. M.—Court No. 1

Division 4—22	Vernon Yard—46
Rowe (6).....F.....Carpio (10)	
Hipes (8).....F.....Miranda (7)	
Brown.....C.....Mendez (21)	
Curry (2).....G.....Aribello (2)	
Waggoner (6).....G.....Salsido (2)	
	Sub.....Torres (2)
	Sub.....Gonzales (2)

Score by Quarters

Division 4	0	4	13—22
Vernon Yard	10	31	38—46

Another walk-away for the Vernon team with Mendez and Carpio piling up most of the points.

COURT NO. 2

L.A.M.C.—26	Division 3—50
Pallas (11).....F.....Broman (20)	
Wycoff (4).....F.....Triboulet (0)	
Strong (4).....C.....Christenson (12)	
Crownover (2).....G.....Vance (2)	

Reynolds (1) G. Robinson (6)
 Blum (2) Sub. Barnett (10)
 Webster (2) Sub.

Score by Quarters

L.A.M.C. 12 17 19—26
 Division 3 12 24 36—50

This game started out with every evidence of being a close contest but Division 3 heated up in the second half. Broman's 20 points were too much for the opponents. On the Coach side, Crownover's support had much to do with Pallas' high score of 11 points but a fourth foul put Crownover out two minutes before the game ended.

9:00 P. M.—Court No. 1

Division 1—12 Division 5—56
 Franklin F. Ullrich (8)
 N. Mullenax (4) F. Smith (14)
 Milroy C. Pace (20)
 I. Mullenax (2) G. Scott (5)
 Craft (6) G. Brown (3)
 Sub. Maxwell (4)
 Sub. Bailey (2)

Score by Quarters

Division 1 0 4 8—12
 Division 5 17 29 39—56

No competition, but the Division 1 lads furnished good entertainment with wildcat strategy. Division 5 played a fast offensive throughout.

COURT NO. 2

So. Pk. Shops—17 16th St. Garage—27
 Farmer (1) F. B. Jeffries (10)
 Stanley (7) F. Lehman (4)
 Horton (1) C. Pitts (5)
 Ross G. Turner (2)
 Chamberlain (3) G. T. Jeffries (3)
 Whitaker (5) Sub. Aure (3)

Score by Quarters

South Park Shops 4 7 10—17
 16th St Garage 5 13 17—27

This game was fast and close, especially through the first half, with both teams scoring slowly but gradually, and the Garage boys carrying a fair lead from start to finish. Horton looked good in the Shops' lineup. Stanley and Bob Jeffries were high point men for their respective teams.

FEBRUARY 11—8:00 P. M.—Court No. 1
 Division 3—25 Division 1—18
 Triboulet (7) F. Franklin (14)
 Robinson (5) F. I. Mullenax (2)
 Evans (7) C. Milroy (0)
 Vance (4) G. Mann (2)
 Martin (2) G. Craft (0)

Score by Quarters

Division 3 11 14 20—25
 Division 1 5 9 15—18

With three of their best men on the injured list, Division 3 had to shift their players considerably for this game but managed to carry a 5, 6 and 7 point lead throughout.

LEAGUE STANDINGS

	W	L	Pct.
Division Five	11	1	.917
Division Three	9	3	.751
Vernon Yard	9	4	.693
16th Street Garage	8	5	.616
L. A. M. C.	6	7	.462
South Park Shops	4	9	.308
Division Four	2	11	.154
Division One	2	11	.154

COURT NO. 2

Vernon Yard—23 16th St. Garage—25
 Carpio (8) F. B. Jeffries (8)
 Miranda (3) F. Lehman (12)
 Mendez (12) C. Pitts (4)
 Torres G. T. Jeffries (0)
 Martinez G. Aure (1)

Score by Quarters

Vernon Yard 8 17 21—23
 16th St. Garage 0 5 21—25

One of the finest games of the season, the Garage team lagged 10 points behind in the first half, recovered and through the excellent goal shooting by Lehman took the game with a 2-point margin.

9:00 P. M.—Court No. 1

Division 5—68 Division 4—3
 Ullrich (12) F. Rowe (2)
 Smith (6) F. Spence (0)
 Pace (30) C. Waggoner (1)
 Scott (8) G. Curry (0)
 Brown (4) G. Brown (0)
 Bailey (6) Sub.
 Weber (2) Sub.

Score by Quarters

Division 5 22 40 52—68
 Division 4 0 2 3—3

It could hardly be called a game, but Pace used the opportunity to attempt to beat the 31 point record made by Mendez of Vernon Yard team in their game against L.A.M.C. on January 21. The Division Five lads also attempted to beat Vernon's high point score of 71 made in that game.

COURT NO. 2

L.A.M.C.—33 South Park Shops—26
 Pallas (18) F. Whitaker (0)
 Wycoff (4) F. B. Miller (4)
 Reynolds (9) C. Stanley (12)
 Pizer G. Farmer (0)
 Strong (2) G. H. Miller (4)
 Sub. K. Miller (2)
 Sub. Horton (4)

Score by Quarters

L.A.M.C. 7 17 27—33
 South Park Shops 6 16 22—26

Another very good game with neither team having much advantage. Stanley, for Shops, and Pallas, for L.A.M.C., incidentally, were the high scores. Every man played a good game.

FEBRUARY 18—8:00 P. M.—Court No. 1
 South Park Shops—26 Vernon Yard—31
 Stanley (6) F. Carpio (10)
 H. Miller (12) F. Miranda (10)
 Horton (4) C. Mendez (10)
 Farmer (2) G. Aribello (0)
 B. Miller (2) G. Torres (1)

Score by Quarters

South Park Shops 6 13 20—26
 Vernon Yard 5 9 26—31

The Shops lads held the upper hand in the first half of this keenly contested game but the old Alma Mater spirit took hold of the Vernon Boys, and Carpio, Miranda and Mendez piled up most of the points for the winning score.

COURT NO. 2

L.A.M.C.—19 Division 1—30
 Wycoff (5) F. Franklin (14)
 Dossey F. I. Mullenax (11)
 Reynolds (4) C. N. Mullenax (0)
 Webster (3) G. Craft (1)
 Crownover (4) G. Mann (3)
 Keyser (2) Sub. Johnson (1)
 Hope (1) Sub. Cook (0)

Score by Quarters

L.A.M.C. 4 8 13—19
 Division 1 4 13 22—30

The Division 1 boys proved to be the better team this time. It was a good game all around, although very rough. Too many personal fouls caused Wycoff, Crownover, N. Mullenax and Johnson to be taken out. Franklin for Division 1 was high point man.

9:00 P. M.—Court No. 1

Division 4—13 16th St. Garage—24
 Wildish (4) F. Lehman (2)
 Rowe (6) F. B. Jeffries (12)
 Brown C. Pitts (4)
 Curry G. T. Jeffries (0)
 Waggoner (3) G. Turner (2)
 Sub. Clark (4)

Score by Quarters

Division 4 1 4 7—13
 16th St. Garage 6 12 14—24

The feature of this game was the excellent passing by the 16th St. players. The Division Four boys played a fair game but Bob Jeffries skill in goal shooting was too much for them.

COURT NO. 2

The game between Division 5 and Division 3 was ruled off the floor following a dispute between a Division 5 player and a referee in the first quarter.

President Harry Gilmore ruled it a "No Contest."

L A U G H S

Usher: "How far down do you want to sit, madam?"

"Why, all the way, of course"—Exchange.

★ ★ ★

The inebriated young man rocked into the lobby of a great hotel far from his native land. He looked into a tall mirror and smiled with pleasure.

"Look!" he cried. "They've got a picture of me here!"—Ex... ..

★ ★ ★

"Are you a clock watcher?" asked the employer of the candidate for a job.

"No, I don't like inside work," he replied. I'm a whistle listener."—Exchange.

★ ★ ★

"What's that I smell?" inquired the lady from the city as she sniffed the country air.

"That's fertilizer," answered the farmer.

"For the land's sake!"

"Yes, ma'am."—Ex.

★ ★ ★

And then there was the little girl who signed her arithmetic paper "Mae West" because she knew she done 'em wrong.

★ ★ ★

Optician—Weak eyes have you? Well, how many lines can you read on that chart?

Patient—What chart?

★ ★ ★

"My sweetie is deaf, and I'm in trouble."

"Well?"

"I had to yell so loud when I proposed to her that the woman next door has sued me for breach of promise."—Pittsfield G. E. News.

Jones: "That was the unkindest cut of all."

James: "What was?"

Jones: "I showed her one of my boyhood pictures with my father holding me on his knee, and she said, My, who is the ventriloquist?"—Alabama Power-grams.

★ ★ ★

SAME BACK AT YOU

Motherly Old Lady to Small Boy—"My dear, does your mother know you smoke?"

Small Boy (coldly) — "Madam, does your husband know you speak to strange men?"

—Atlanta Two Bells.

★ ★ ★

SUPPOSE IT HAD BEEN A TAXI
A Scotchman paid a visit to New York and caused his friends grave concern by disappearing. Police were sent on the trail and the city was scoured. Finally, after three days, the missing Scot was found—on a pay as you leave trolley.—All Aboard.

★ ★ ★

Professor: "How old now would be a person born in 1894?"

Student: "Man or woman?"

★ ★ ★

"And what comes next to the liver?" asked the teacher of her physiology class.

"The bacon," answered Eddie triumphantly.

★ ★ ★

"What is a budget?"

"Well, it is a method of worrying before you spend instead of afterward."

★ ★ ★

Politician: "And now, gentlemen, I wish to tax your memory."

Man in the audience: "Good heavens, has it come to that?"

Mrs. Newedd entered the dining room and proudly placed the turkey on the table.

"There you are, dear, my first turkey!" she exclaimed.

"Wonderful, darling!" he cried. "How beautifully you have stuffed it!"

"Stuffed!" she echoed. "But, my dear, this one wasn't hollow."

★ ★ ★

The Irish night watchman at the observatory was new. He paused to watch a man peering through the large telescope. Just then a star fell.

"Man alive!" he exclaimed with amazement, "you're a foine shot."

★ ★ ★

Two Scotchmen met on the street. The one recognized that the other was drunk, so he handed him a dollar bill and said, "Well, Sandy, here's the two dollars I owe you."

★ ★ ★

ADMONITION

The big red car, en route to the Catalina-Wilmington terminal, was speeding through the southeastern section of the city when a well-dressed matron several blocks away stepped from the curb as though she intended to board it. With a screech of brakes, the car came to a halt. The lady approached the motorman's booth at the front end and Edison Octrom, the contrib, seated nearby, heard her ask the man in the driver's seat if the car would make connection with the 10 a. m. boat... Informed curtly that it would, the lady calmly remarked, "My, you'll have to hurry, won't you?" So saying she leisurely stepped back to the curb.—Daily News, 8-26-36.

