

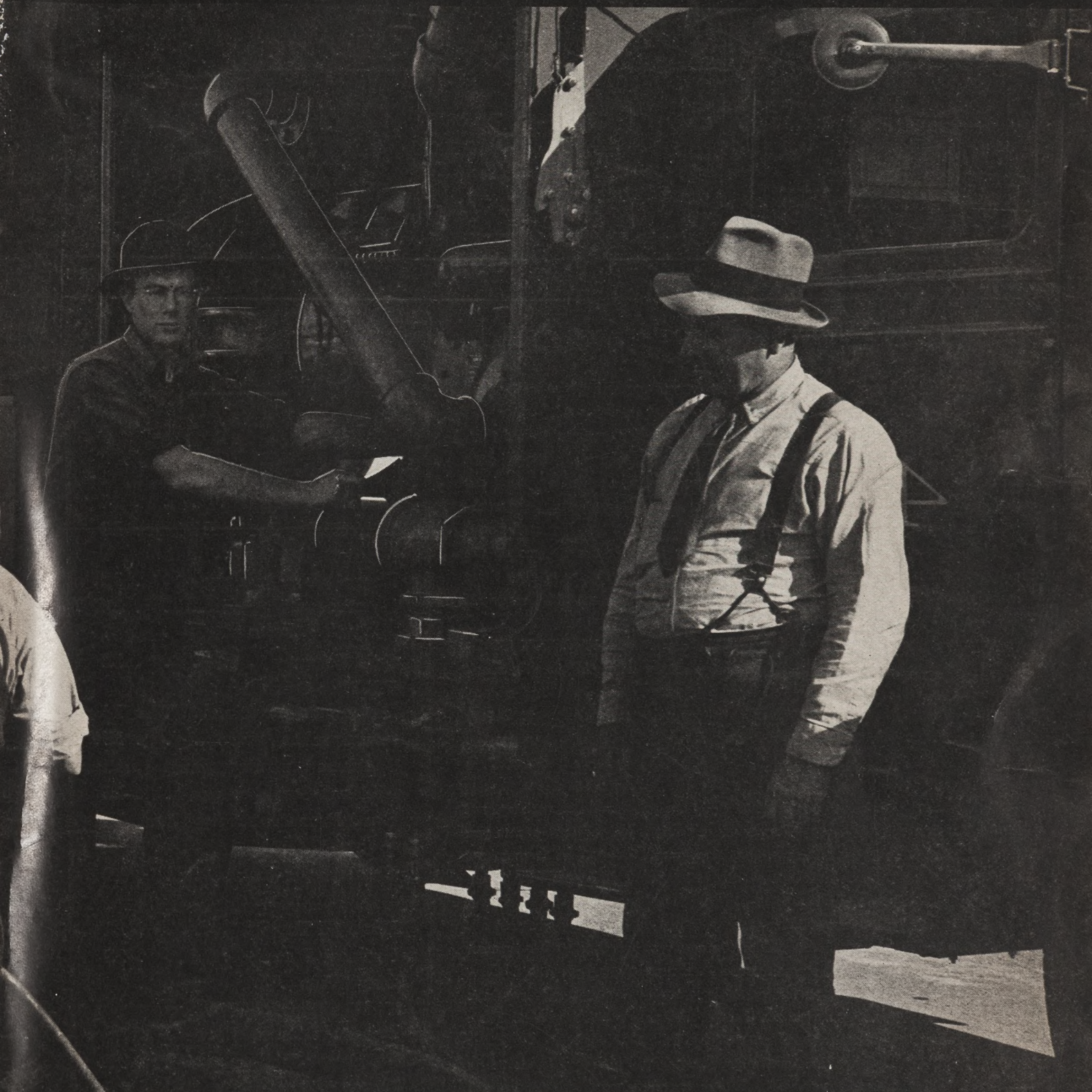
TWO BELLS

SUBJECT INDEX to VOLUME 19—January Through December, 1938

ABBREVIATIONS USED: *January, Jn; February, Fe; March, Mr; April, Ap; May, My; June, Je; July, Jl; August, Ag; September, Se; October, Oc; November-December, ND.*

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TWO BELLS



Way and Structures On a Reconstruction Job, Employing Our New Large-Capacity Compressor. Left: Compressor Operator Clyde Burden, Right: Foreman Sam Bevilacqua.

VOL. 19

JANUARY, 1938

NO. 1



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 EMPLOYES OF THE
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READ BEFORE YOU SIGN

Be careful, when you sign a petition, that you really know what it is all about—and that you are sincerely in favor of what it proposes.

Some years ago, during one of those petition epidemics for this and that, a group of factory workers hereabouts prepared a petition and arranged with an outsider to bring it into the plant for signatures. The petition started out with three or four long paragraphs about the desirability of a shorter work-week and more pay, then drifted into a discussion concerning the prevalence of high fogs and wound up by resolving that all of the employes of the plant work six months each year FOR NO WAGES AT ALL and that three members of the factory baseball team be discharged because of errors made in a recent ball game.

Ninety per cent of the employes signed the petition—WITHOUT READING IT, of course—including all three of the victimized members of the ball team. When the trick was exposed by the jokesters, everybody had a good laugh—but ever after that, whenever a petition was circulated in that factory or at the homes of those employes, no signatures were attached unless the petition was carefully read—and the signers thoroughly and sincerely in sympathy with the proposal.

When a solicitor rings your doorbell and asks you to sign something, tell him to leave a copy of the petition or whatever it is he (or she) wants you to sign. Read it carefully and at your leisure. Discuss it with adult members of your family; with your neighbors in whose judgment you have confidence. In most cases the solicitors are paid from 25 cents "up" for each signature. We are informed that in one instance solicitors were paid \$1 per signature. Solicitors usually are not interested in the petition's proposal; their interest begins—and ends—in your signature and in the price they get for it.

Carelessly signed petitions for proposals with which the general public is not in sympathy will cost taxpayers a lot of money, provided such petitions get signatures sufficient to place them on the ballot. Many times taxpayers find themselves directly or indirectly contributing to campaign funds in an effort to defeat some measure which they themselves helped put on the ballot by carelessly signing petitions.

Don't sign any old petition merely because it is the easiest way. It may be the hardest way, the most expensive way.

Be careful, when you sign a petition, that you really know what it is all about—and that you are sincerely in favor of what it proposes.

Reprinted from *L. A. Downtown Shopping News*, November 10, 1937

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*His the job of keeping smooth
the streetcar riders' path —
Engineer B. H. Eaton, who
directs the activities of our
Department of Way and
Structures.*

MAINTAINING WAY

FAR out Vernon way where men are men and noses are calloused from the ever-present aroma of the nearby stockyards, is located the home grounds of the department which keeps in shape our 400 miles of track and road bed.

Directed by Way and Structures Engineer B. H. Eaton, the department operates under Chief Supervisor (of Track Construction) E. C. Fleming; Supervisor of Yards Austin Fleetwood, and Les Sparks, Supervisor of Buildings and Bridges. Reporting to Mr. Fleming, H. I. Schaubert, Assis-

Workers by day and night, our Way and Structures force of 300 men keep track and roadbed up to par.

The Eleventh in a Series of Company Tours

ant Supervisor, and Charles L. McCallister, Night Assistant Supervisor, are in charge of all track construction and maintenance.

In order to keep pace with necessary improvement on the system, a program is planned ahead for forthcoming years. This is revamped every

year and the succeeding year's activities plotted in detail.

In reconstructing a section of track, the first step to be taken is the removal of rails and ties and the clearing out of old ballast down to the subgrade. Ties and ballast are then loaded on to flat cars for disposal. Six



THESE ARE THE BOYS WHO MAKE THE WHEELS GO ROUND AT VERNON YARD

Left to right: Ed Fleming, Chief Supervisor of Track Construction; Bert Schauber, Assistant Supervisor, and Lobo; Les Sparks, Supervisor of Buildings and Bridges; Austin Fleetwood, Supervisor of Vernon Yard, and Tippy; Billy Swearingen, Assistant Supervisor (and Barbecue Chef Extraordinary).

inches of subballast is distributed over the area concerned and thoroughly rolled with a twelve ton roller. New ties are placed, rails spiked to them and gauged to 1/32 of an inch. Automatic tampers then are used to bring the rails to a true surface. Following this the rails are lined up by eye by men whose experience in this work has made their judgment as accurate as though instruments had been used.

All special work, such as the placing of switches, crossovers, curves or intersections, are handled by Special Work Foreman Pat Jinks. In the old days gangs approaching eighty men were commonly used for rail construction work, but the increasing use of modern equipment, such as compressors and automatic tampers, has



Blacksmith Frank Hall heats it up before getting out the hammer.

made it possible to reduce the working crews and form smaller crews of men specially trained in different aspects of the work. Three groups known as extra gangs, composed of approximately eighteen men, now handle the bigger jobs while five gangs of four to six men take care of the smaller ones. These outfits, being mobile, are constantly shifted from one section of the system to another and in substantially less time than formerly are able to complete a job and move on to the next.

During the night the welders are busy at intersections building up worn places on the rails and smoothing out the results of their work by means of a portable grinding ma-



Reclaiming materials E. Rivera (1902), F. Sandoval (1903), C. Saavedra (1906) and Tom Moran (1912), Reclamation Foreman.

chine. Two grinding cars are also used—operating at a speed of approximately five miles per hour to even up sections of track which have become slightly corrugated through use.

Majordomo of Vernon Yard proper is Supervisor of Yards Austin Fleetwood. Reporting to Mr. Fleet-

wood is Assistant Supervisor W. A. Swearingen, who builds all special work. Herman H. Liebelt, Vernon Yards Foreman, receives and dispenses all materials used by the Department. Derrickmen Gentry Watkins, Elmer Mitchell and Charlie Plume are on hand to move and place into position all special work heavy parts.

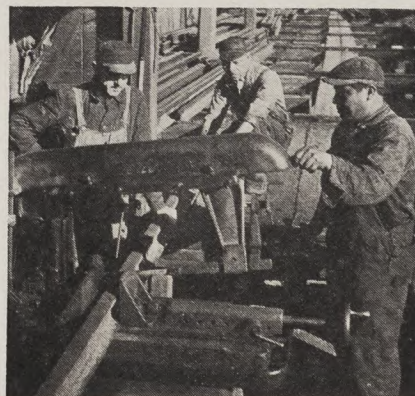
Reclaiming of old rails and metal equipment is taken care of by Foreman Thomas Moran.

Les Sparks, Superintendent of

Sawing a length of rail: Machinist Louis Schmidt (1922) and Shopmen J. Ayala (1910), and B. Yturriaga (1913).



Some plumbers who didn't forget their tools: Harry Diebert (1903), Harold Shelford, Plumber Foreman (1921), and Dorsey Fullbright (1931).



Buildings and Bridges, handles construction and maintenance of all buildings throughout the Company with the exception of the Main Building at Eleventh and Broadway. As at present we own no bridges, his duties in that line are not arduous! Mr. Sparks and Foremen Edward M. Cavanaugh and Otto B. Johnson, with their crews, are masters of all trades in the way of concrete, metal or wooden construction. Frank Bache (whose grandfather served as aide-de-camp to Napoleon) wields a skillful paint brush on equipment and buildings. Sixteen track oilers, in charge of Kelly Holmes, keep our rails clean and in wet weather sand the tracks where needed.

One of the most flexible Departments in the Company, Way and Structures can handle practically any type of construction job which comes up. In addition to this, each member of its supervisory force is acquainted with the details of the department's operation not directly under his own supervision so is able to fill in on other phases of the work when occasion demands.

A cost index is kept on every job—compiled from previous years' experience with the various types of work undertaken by the Department. Although each job varies in size and complexity, once the factors affecting

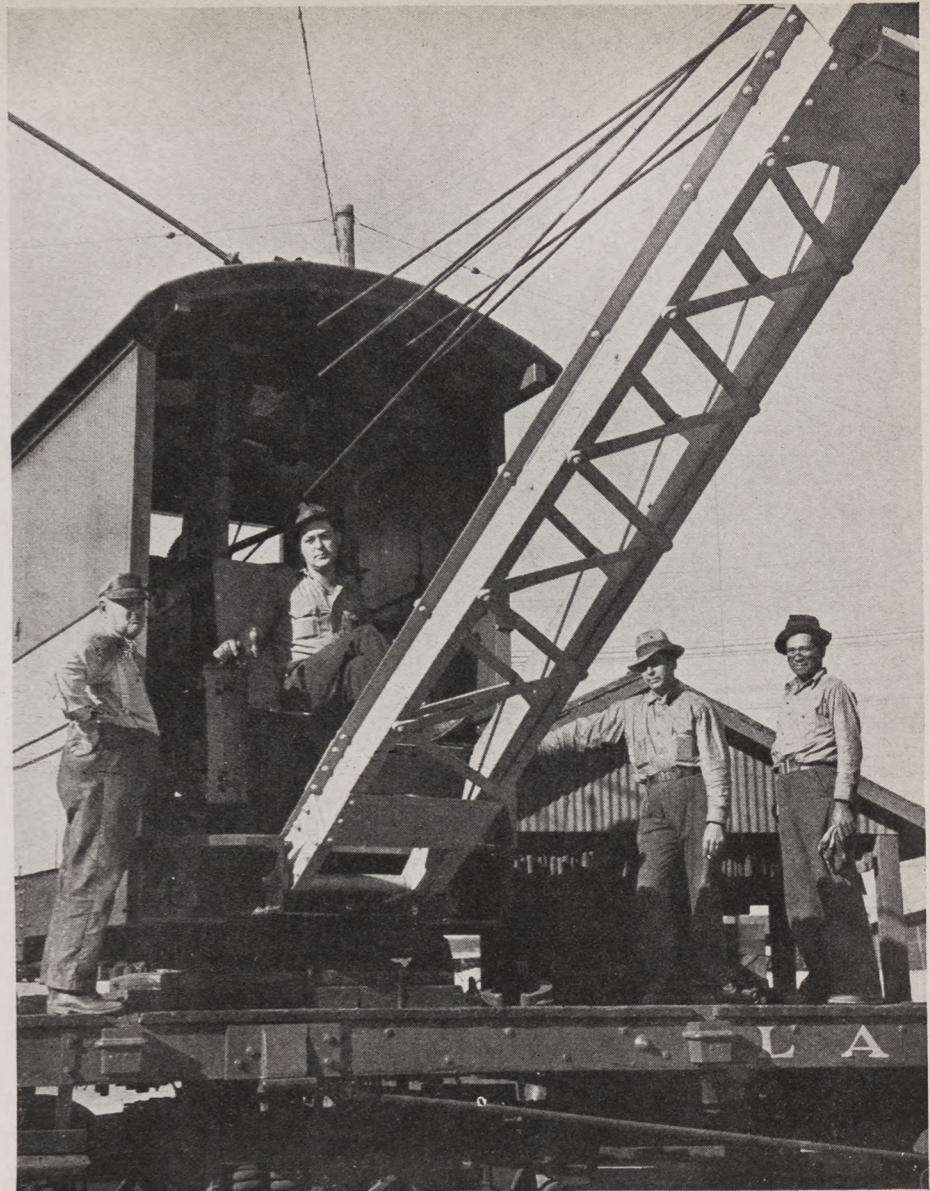


Painter Frank Bache (1919) finishes up on a derrick job.

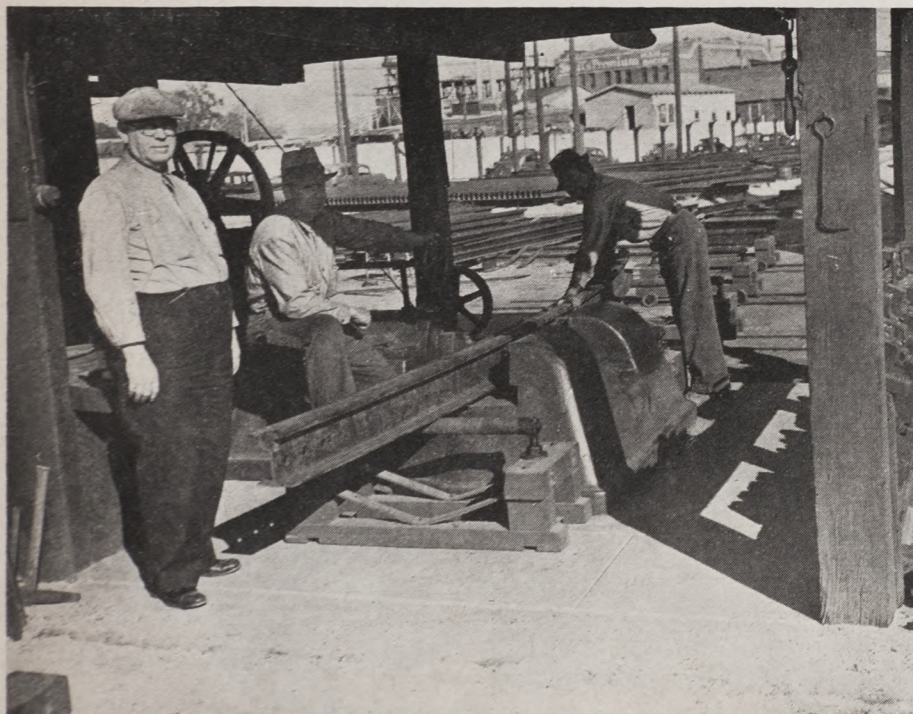
each have been taken into consideration it is possible to estimate the cost very closely. For instance, a job on a street in which there is considerable traffic will naturally require more time and hence mean more expense than one on a quiet street where there are few interruptions. Other factors which determine the cost of a job are the number of streetcars which pass; type of material which must be excavated—solid concrete naturally being more costly to remove than asphalt; width of street; length of time during which work may be carried on without interruption during the night and other considerations.

Having proved themselves exceptionally efficient as our field workers in this Department, Mexicans handle a great deal of the construction work—acting as welders, machinists, concrete finishers and in many other capacities. The average length of service of these employes approaches 12 years, while considerably over 20 per cent have been with the Company longer than twenty years.

One of the most important single Departments in the Railway, Way and Structures is constantly maintaining, improving, reconstructing, in order that our streetcars may give uninterrupted and satisfactory service at all times.



Above: About to "lower the boom" on the cameraman—left to right, Derrickmen Charlie Plume (1903), Jimmy Watkins (1933) and Groundmen E. Uribe (1924) and J. Torres (1926)



Left: Assistant Supervisor W. A. Swearingen (1891) checks on the operation of our 300-ton rail bender.

CREDIT UNION ESTABLISHED

By WALTER WHITESIDE, *Electrical Department*

RECENTLY obtained from the Governor of the Farm Credit Administration was a charter authorizing the office employes of the Railway to operate a Credit Union known as "Los Angeles Railway Employes Number 1, Federal Credit Union," Charter Number 2512.

Before applying for this charter, the following nine men met and discussed the formation and operation of a Credit Union within the Company: A. L. Juul, Engineering Department; G. H. Campbell, Transportation Department; C. P. Carter, Auditing Department; S. Underwood and A. H. Charlton, Treasury Department; J. W. Murray, Research Department; J. J. Stirling, Personnel Department; E. C. Ellwanger, Claim Department, and W. E. Whiteside, Engineering Department.

Having placed their plan before the Management, these men received its approval and promise of cooperation.

A meeting was called for January 26, when officers were elected. As "Two Bells" goes to press prior to this date, we are unable to state at this time any results or details, but further information will be given in a bulletin to this effect.

The following is a resume of a report compiled on operation and points of interest to remember about Credit Unions.

Realizing that many of us find it necessary to borrow money for emergencies, and that at present we go to loan companies who charge an exorbitant rate of interest, we feel the need of a Credit Union conducted within the Company.

A survey of Credit Unions was made and we present these findings because we feel that the establishment of such an organization will be of untold benefit to many a Los Angeles Railway employe. It will afford him

an opportunity to save money on his interest payments; it will enable him to profit by borrowing from the Credit Union and making cash purchases rather than buying a commodity on the installment plan with interest at the rate of from 8 to 10 per cent. Credit Union interest amounts to 1 per cent per month on the unpaid balance, at the same time providing dividends of from 4 to 6 per cent on paid-up shares.

A Credit Union is a cooperative association organized for the purpose of promoting thrift among its members, whereby they may save money conveniently, safely and in small sums which they would probably never deposit in a bank, and at the same time creating a source of credit.

Those desiring to join a Credit Union pay an initiation fee of 25c. They may then subscribe for the number of shares they desire at \$5.00 per share, paying the first installment of at least \$1.00 at this time. Further payments may be made at monthly or semi-monthly intervals. Only Credit Union members may borrow from the Credit Union and pay it back in monthly or semi-monthly payments.

Ordinarily a member may withdraw his deposit at any time he desires, but 60 days' notice may be imposed if considered necessary by the board of directors.

The business affairs of a Credit Union are handled by a board of directors and a supervisory committee, the members of which are elected at the annual meeting each year.

The board of directors controls the operations of a Credit Union. It elects the officers, which are president, vice president, treasurer, and clerk. The credit committee considers and passes or rejects loan applications. The supervisory committee must audit the books of a Credit Union at least quarterly.

Credit Unions are formed and run by the employes. Officers of Credit Unions are permitted to borrow only to the extent of their holdings. They cannot act as guarantors on notes of fellow members.

A Credit Union is a cooperative bank, with each member sharing in the profits. There are no salaries and very little overhead expense; the officers contributing their time. Everything is run by the members, from the election of officers to the declaration of dividends, each member having only one vote regardless of the number of shares he holds. The man with \$5.00 invested is just as powerful as the large investor.

The Federal Credit Union law was passed by the 73rd Congress and approved June 26, 1934. Since that time more than 2500 Federal Credit Unions have been formed throughout the United States.

In reviewing Credit Unions remember that they are formed to promote thrift and create a source of credit for provident or productive purposes; that they are under the supervision of the Government which demands quarterly audits and itself makes an annual audit.

Loans are made to members only. You can borrow up to \$50.00 unsecured. Interest charges cannot exceed 1 per cent per month on the unpaid balance or \$5.50 on a \$100.00 loan paid up in 10 monthly installments. Funds of the Credit Union are used primarily to make loans to members; and if after all loans are made an additional sum is left, this fund may be invested only in obligations of the United States or securities fully guaranteed as to principal and interest. This surplus may also be loaned to other Credit Unions.

A significant fact: "No Credit Union failed during the depression."

ANCHORS



Here we have the "Boojum" a 32-foot auxiliary yawl belonging to Mrs. Bertha Crowley in the Personnel Department. The view shows the "Boojum" in her berth in the West Basin with Mrs. Crowley, her son Bob and pooch, name unknown. The "Boojum's" crew has had many pleasant trips to Catalina Island and in the channel.

MAYBE YOU
DON'T KNOW
THE DIFFERENCE
BETWEEN A
TAFFRAIL AND
A LEEWARD
SCUPPER, BUT IF

This happy group of youngsters are at Lake Arrowhead in the 15½-foot Kayak belonging to D. J. Sullivan of the Garage. They are his son Dan, a neighbor Dorothy Roepel and daughter Margaret. "Sully" reports a wonderful summer and already is in the usual state of all boat owners; planning for a bigger and better model.



This attractive little boat is an 18-foot sloop belonging to W. F. Sproul of the 16th Street Garage. The view shows Mrs. Sproul and the baby on the slip at San Pedro where they moor their boat.

AWEIGH!

YOU ENCOURAGE
THESE NAUTICAL
FOLK TO TALK
BOATS, YOU'LL BE A
SEA-GOING LANDLUBBER
BEFORE YOU KNOW IT!



This orchard-going boat is a 26-foot Collin Archer lap-streak, double ender that belongs to "Chick" Jackson of 16th Street Garage and is now in winter quarters in his back yard. "Chick" is going over his hull and rigging and preparing for a big season this next summer. He is very proud of this auxiliary ketch with its teak planking, has caught many fish from her and expects to land many more.



This boat is the "Sea Scamp" a 30-foot Hunter Cruiser and belongs to Les Sparks of Vernon Yard. She is tied up in a berth in Newport Harbor. The boys in the putt-putt are Stanley Sparks and Richard Bradford, enjoying a week-end at the beach.

HOLD DICKEY RETIREMENT BANQUET

By F. J. MASON

PLANNING to indulge in the traveling and other pleasures to which he and Mrs. Dickey have been looking forward for a number of years, Superintendent T. Y. Dickey of Division Five recently signified his intention of retiring. As an indication of the esteem and friendship in which Mr. Dickey is held by his men at Division Five, a farewell banquet was given at Scully's Cafe on Saturday, Dec. 18.

Two hundred and eighty persons were in attendance, the guests of honor being Mr. L. S. Storrs, Mr. and Mrs. C. E. Morgan, Mr. and Mrs. L. L. Wimberly and Mr. and Mrs. B. B. Boyd.

Conductor J. R. Lalley was Master of Ceremonies and Motorman Ed J. Roche rendered the invocation. Following the invocation everybody joined in singing "He's a Jolly Good Fellow" and "Smiles." Dinner was then served, which was heartily enjoyed, and just before the speakers were introduced Motorman Wally Leffingwell sang "My Buddy."

Master of Ceremonies J. R. Lalley then introduced the speakers. He first called upon Mr. Storrs, and

then Mr. Morgan, Mr. Wimberly and Mr. Boyd. All spoke briefly and to the point, paying great tribute to Mr. Dickey on his past achievements and tendering good wishes for good health during his retirement.

Several old friends of Mr. Dickey were called upon, namely George Ferguson, Bill Snyder, Al Rex, Switchman Ed. Forsythe, Conductor Glen Musselwhite, Motorman Clarence Coulter, Conductor Al Bristol, Conductor Roy "Silent" Platner, Conductor "Rock" Conkling, Conductor "Tex" Brown, a host of others—and last but not least Foreman Jim Madigan. All, with the exception of Roy Platner, responded with a glowing tribute and a farewell message to Mr. Dickey. Roy said afterwards that he wanted to say a whole lot but the words just would not come and that it was a case of silence showing his greatest emotion.

Mr. Dickey was then called upon. He gave a very fine talk, reminiscing on old times and times leading up to the present. His talk was, as is always his way, in a fatherly strain, stressing the "Golden Rule" as the tenet of success in every walk of life. He

spoke from the heart and his speech evinced the fact that while he is retiring from active service, he still has the interest of the Company and the boys he is leaving at heart.

Mrs. Dickey was presented with a beautiful bouquet of roses from the boys of Division 5, and her simple words of acceptance "They will forever live in my memory" will forever live in the memory of those present.

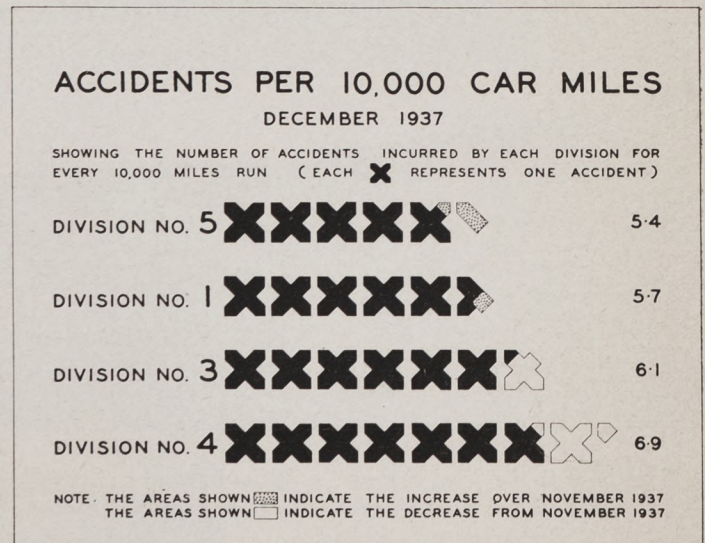
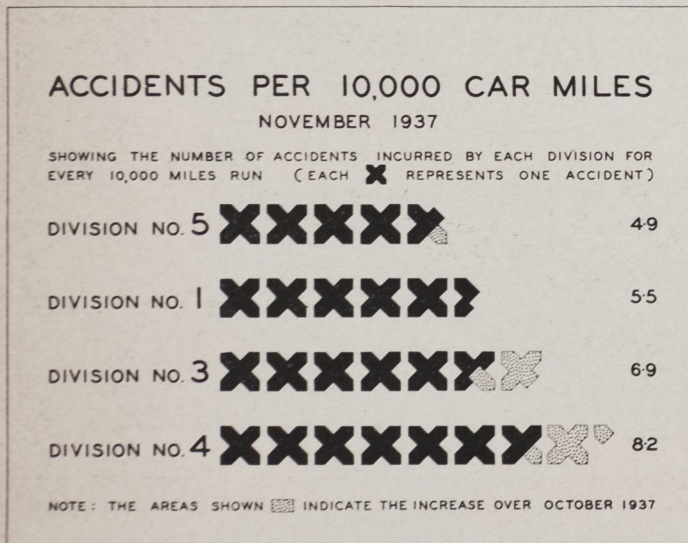
Presentation was then made to Mr. Dickey of a complete movie camera set. This gift was from the boys of Division 5 and his friends throughout the system. From the office staff Mr. Dickey received a beautiful traveling bag.

During the evening an album made up by Conductor Ken Sloan and the committee was passed around and the signatures of all present were obtained and presented to Mr. and Mrs. Dickey.

This memorable occasion was concluded with the singing of "Auld Lang Syne" by all present.

And for their part in making the evening a success, the thanks of all go to the banquet committee.

NOVEMBER, DECEMBER ACCIDENT RECORD





FAREWELL DINNER

Left to right: Mr. and Mrs. T. Y. Dickey, J. R. Lalley, Master of Ceremonies, President Storrs, Mr. and Mrs. Clinton E. Morgan, Mr. and Mrs. L. L. Wimberly and Mrs. George Ferguson.

Inset—Mr. and Mrs. Dickey.

Below: A few of the guests gathered to honor retiring Superintendent Dickey.



LATEST BOOKS AND MAGAZINES IN LIBRARY

Recently received are:

An economic study made by the Brookings Institution of the Distribution of Income in Relation to Economic Progress, in four volumes:

1. *America's Capacity to Produce.* "An objective and comprehensive picture of our economic society as a producing mechanism."

2. *America's Capacity to Consume.* "The flow of income arising from productive operations, and its division and use is thoroughly analyzed."

3. *The Formation of Capital.* "Considers the relation of the financial system to the fundamental hypothesis."

4. *Income and Economic Progress.* Conclusions.

(The above four volumes have been loaned to the Library by Mr. Schupp.)

Technological Trends and National Policy. Report by the National Resources Committee. Reviews the social implications of new inventions, including a chapter on transportation as it is affected by recent technical developments.

Statutes Relating to the Division of Public Highways. 1938.

Motor Vehicle License Fee Rate Book. 1938.

City Directory. 1938.

Living on a Moderate Income. Huntington & Luck. 1937. A study of incomes and expenditures among families of streetcar workers and clerks in San Francisco Bay region.

Proceedings of Public Relations Section of Institute of Government. Table of contents includes: "The Importance and Value of Good Public Relations," "The Employee's Attitude Toward the Public," "The Legal Limitations on Public Relations" (emphasis on Municipal Government public relations).

London Transport Report for 1937. Fourth annual report and statement of accounts and statistics for year ending June, 1937.

Accountant's Hand-book. 1937. Gives reliable guidance on all problems of commercial and financial accounting.

Business Statistics. Riggelman & Frisbee. 1937. Emphasizes the actual application of statistics to practical business problems.

Practical Mathematics for Home Study. Palmer. 1937. Arithmetic, algebra, geometry, and trigonometry and logarithms, with practical applications.

Ventilating and Air Conditioning Guide. (15th ed.) 1937. Reference data useful in the design and construction of ventilating installations.

World Almanac for 1938. A dic-

tionary of facts and events of general interest for the past year. Items such as "Sports Events and Records," "Aviation Progress," "Famous People and Notable Events," "Administration Activities," etc.

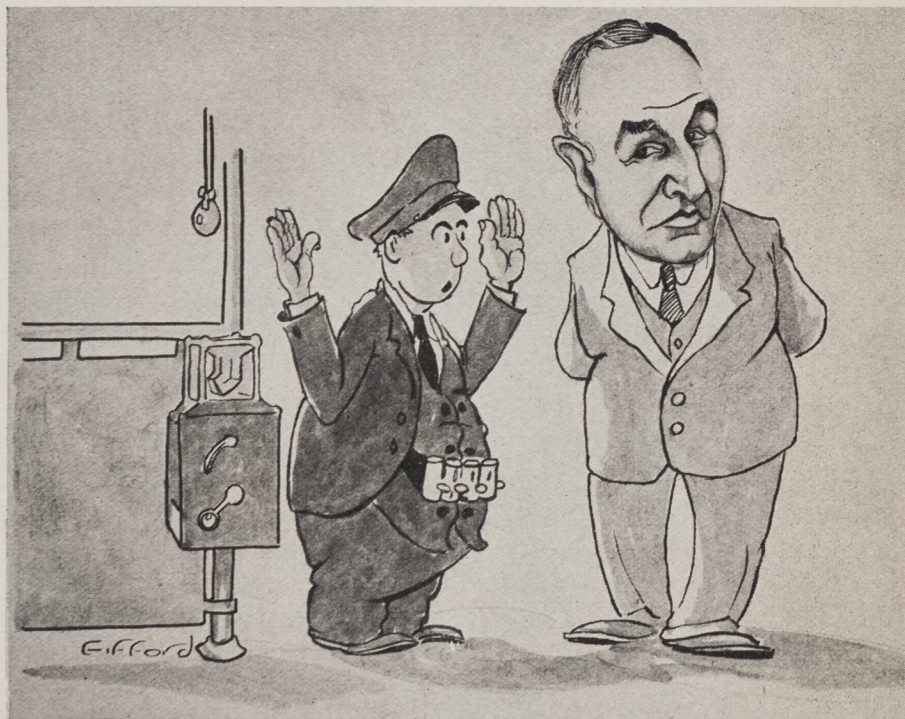
How to Make Good Pictures. 1938. A handbook for the amateur photographer who is just beginning.

Public Speaking. Carnegie, Dale. 1937. Good, practical advice in the art of self-expression.

Think for Yourself. 1937. A stimulus to original thinking and efficient use of your mental powers.

How Some People Make More Money Than Others. Ray Sherman. 1937. Not a "get rich quick" book, but sound, common sense advice in plain English which points out many stumbling blocks to be avoided by the young man or woman in business. It explains how business works, what to expect from it, and what it expects from you. The author is vice president of Automotive Engineering Magazine.

An interesting loan on exhibition at the Library is the "History of Los



"My wife always puts too much starch in my shirts, Mr. Perryman."

Angeles County," by J. Albert Wilson, published in 1880.

Magazines

Business and Finance—Annalist; Business Digest; Business Week; Business Journalist; California; Commercial and Financial Chronicle; Journal of Accountancy; Nation's Business; Publications of the Chambers of Commerce, U. S. A. and Los Angeles; Southern California Business; Survey of Current Business; Tax Digest; Federal Reserve Districts—Bank Reviews.

Transportation—Bus Transportation; Journal of the Pacific Railway Club; Mass Transportation; Transit Journal; Railway Age.

Safety—National Safety News; Public Safety; California Safety News.

Engineering and Mechanics—Automotive Industries: American Machinist; Chemical Industries: Electrical World; Engineering News-Record: Society of Automotive Engineers; Mechanical Engineering: Western Machinery and Steel World.

Recreational—American Home, Aviation, Collier's, Cosmopolitan, Field and Stream, Good Housekeeping, Life, Photoplay, Popular Mechanics, Reader's Digest, Saturday Evening Post, Radio World, Time.

Newspapers—Wall Street Journal, Los Angeles Daily Times, Los Angeles Daily Examiner, Illustrated Daily News, United States News, Los Angeles Citizen, Los Angeles Daily Journal, Herald-Express, Evening News, New York Times (Sunday Edition).

TRAFFIC IMPROVED

According to Manager of Operations C. E. Morgan, the downtown traffic situation has improved materially due to the efforts of the city in this direction through Ralph T. Dorsey, City Traffic Engineer. Where it formerly required 17 to 25 minutes to get through the Second Street Tunnel between Hill and Figueroa Streets, we are now traversing this distance at the most congested period in a maximum time of 7 minutes.

Another radical change for the better is found in the running time between Fifth and Figueroa to the Central Station and return. Our cars are now able to make this trip in 29 minutes including 5 minute layover time. Even during the peak of congestion, the roundtrip does not require more than 31 minutes. Previous to the straightening out of traffic conditions on Fifth Street by the City Traffic Engineer's office, 58 to 63 minutes were consumed in making this run. Many comments have been received from patrons who use the "3" line on the improved conditions.

During the Christmas holidays, elimination of left and right hand turns on Broadway enabled us to cut 6 minutes off of our running time between First and Broadway and Eleventh and Broadway in both directions, as compared with the same period for 1936.

Extremely efficient handling of traffic on downtown streets during the recent holidays, as well as on the

occasion of special events, by the Police Department has likewise made it possible for us to render increasingly improved service to our passengers.

GOLF TOURNEY

Come, all ye good and faithful golfers! Impresario A. L. Davis, of the Shops, announces an Open Golf Tournament for all members of the Railway—both men and women.

The tournament will be played on the Sunset Fields Public Golf Course and conducted on the principle known as the "Blind Bogey" Handicap, wherein one or more holes are selected as a rating of player's score, which is handicapped according to the total actual score for the course. In case of ties, play-offs will be arranged.

Everyone intending to enter the tournament must forward green fees of \$1.00 each either to TWO BELLS or to Mr. Davis at least one week before tournament date, which is set for February 19 (weather permitting). The exact starting time and other details will be mailed to each entrant upon receipt of green fee. First and second prizes respectively will consist of a check for \$5.00 and \$2.50.

At the conclusion of the tournament it is planned to have a luncheon during which will be discussed the possibility of forming a Los Angeles Railway Golf Club, which should provide links enthusiasts much pleasure, both from inter-department team play and outside class team play.

BOY SCOUTS LAUDED

By C. P. POLIN

Motorman Division 5

(Scoutmaster, Troop 162)

In the life of a boy there is no better influence for courtesy, courage, citizenship than membership in the Boy Scouts of America.

When a boy joins the Scouts he has the opportunity to develop himself in many valuable ways.

There is no "preachiness" in the Boy Scout training. The boys teach

themselves the precepts of clean living, consideration for others and law observance.

A Boy Scout cannot enjoy the respect of his fellows if he is a poor citizen, if he fails to perform his daily good turn for another. Time accomplishes results which even the best home environment sometimes cannot achieve.

An appreciation and understanding of nature, of wild life, and all things that grow; of mountains and

forests are all a part of Scout training.

What a thrill it is for the boy to make a fire without matches; to cook over an open fire without utensils; to bake bread without a pan!

The average city youngster has small chance to learn these things except through the Boy Scouts. A Scout can be depended upon in any emergency.

Give your boy the chance he deserves—let him join the Scouts.

Fill New Operating Department Positions



Daniel Healy

Daniel (in the Lion's Den) Healy who is now, as Superintendent, handling the destinies of Division Three, also guides the Los Angeles Lions Club as President.

Hailing originally from Chicago, Mr. Healy later turned up in San Francisco where he wound a controller on the high-speed Oakland Railway. Being partial, however, to sunshine, he moved to Los Angeles and became a Motorman for the Los Angeles Railway (1905). We are not certain whether his pipe came with him at the same time or was acquired at a later date! After exercising his talents on the jobs of Dispatcher, Instructor, Chief Instructor, Superintendent of Employment and Instruction, Mr. Healy was appointed to his present position the first of this year.

In addition to having, as it is rumored, kissed the Blarney Stone, Superintendent Healy plays the violin, sings, and one of his intimates tells us is extremely deft with the knife and fork. We further understand that wherever he sits when attending a banquet generally becomes the head of the table.

MOVES TO MAIN OFFICE

Due to his many years of service and consequent familiarity with our operating problems, George Ferguson, former superintendent of Division Three, has been transferred to the Main Office where he is at present working with Mr. Wimberly and Mr. Egan on a general transportation survey.

Mr. Ferguson has been with the Company for thirty-two years, and his host of good friends at Division Three and throughout the organization wish him every success in this new undertaking.



Oscar Tillman Elrod

A native of Kansas, Oscar Tillman Elrod recently appointed Chief Instructor, joined forces with the Railway in 1905 and after discharging for a few years the duties of a Motorman has employed the rest of his time along instruction lines.

We hear that when in college Mr. Elrod devoted more time to football and what is now defined as "crooning" than he did to Algebra or Latin. Be that as it may, he evidently absorbed enough of the art of teaching to be able to successfully impart his knowledge of transportation to Railway employes.

That well-known Elrod smile is particularly in evidence when the little granddaughter is around.

FILMS SHOWN

A special double feature held in Room 309 of the Main Building on January 11, produced by L. J. Turley, Electrical Engineer, attracted a capacity house. Producer Turley put on a program of colored motion pictures, including scenes of Bar Harbor, Maine; New York, Washington and White Sulphur Springs. Also shown, among others, were the Tournament of Roses Parade; the Rose Bowl game and shots of the Santa Anita Race Track.

Also shown during the evening were pictures of the attempted ascent of Mount Everest, and official army pictures of the World War.

We understand Mr. Turley is new in the motion picture field, and a few months ago couldn't have told a projector from a sound track. Judging from his present products, his progress has been rapid.



Bruce Ballou Boyd

Born in Iowa, Bruce Ballou Boyd, new Superintendent of Division 5, devoted his energies to ranching and real estate for some years before in 1912 becoming a Conductor with this Company—later being appointed Foreman at Division 4.

Formerly a golf and hunting enthusiast, Mr. Boyd has been won over in recent years to back yard stock raising—his collection at the present time including chickens, dogs and one duck.

New Coaches Arrive



Above: A few of the twenty-two new Twin Coaches recently delivered for service on LAMC lines.



Upper left: C. W. Smith, left, representative of Westinghouse Air Brake Company, and C. B. Lindsey, Superintendent of Automotive Equipment, discuss the new coaches.

Left: Superintendent Lindsey goes into further details on the twenty new Yellow Coaches (GM) which also just arrived. His companions are, left, F. W. McDonald, Pacific Coast Sales Manager for General Motors, and Mr. Smith.

SPEAKERS CLUB ORGANIZED

In order to provide employees with the opportunity of learning how to address an audience and acquire familiarity with public speaking, a number of Los Angeles Railway Speakers' Clubs have been organized. Each Division and Department will have a group of this kind, which will function along the lines of a Toastmasters' Club. It is expected that the practice obtained in the informal talks each member of the groups will

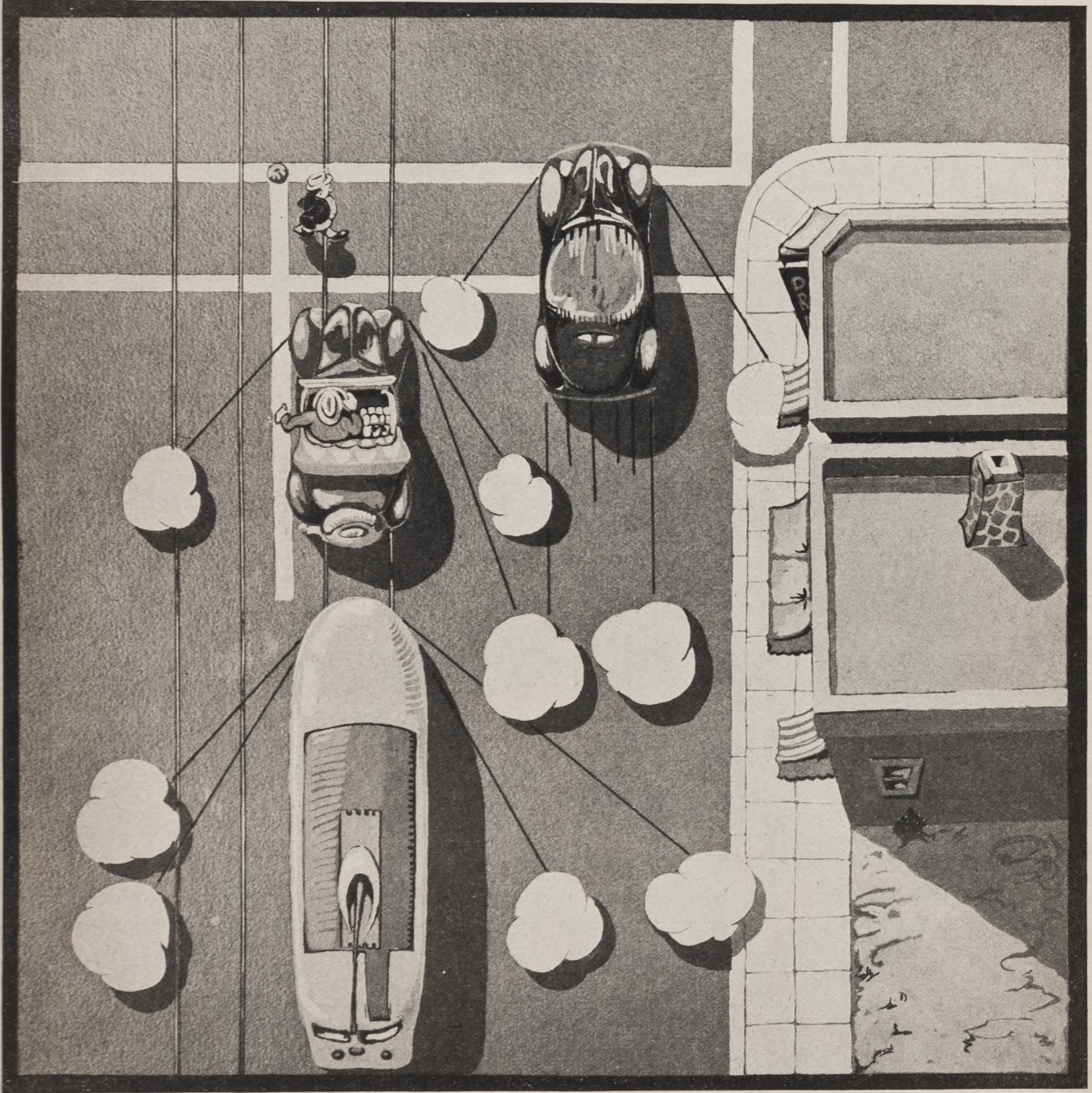
give will mean for many the development of perhaps unknown public speaking ability.

Each club will consist of twenty-five members and meet once a week. Present plans call for meetings to be opened by the Chairman and introduction of the Toastmaster for the week, who will then take charge and introduce the other speakers. Each member will speak for three minutes, and during the course of this training will have the opportunity to learn how to open and close a talk and

gauge an audience's reaction. Speakers will select their own subjects and present them in their own manner. Through constructive criticism by listeners each member of these groups will gain valuable experience which will provide them with confidence and poise when occasion arises where it is necessary for him to make an address.

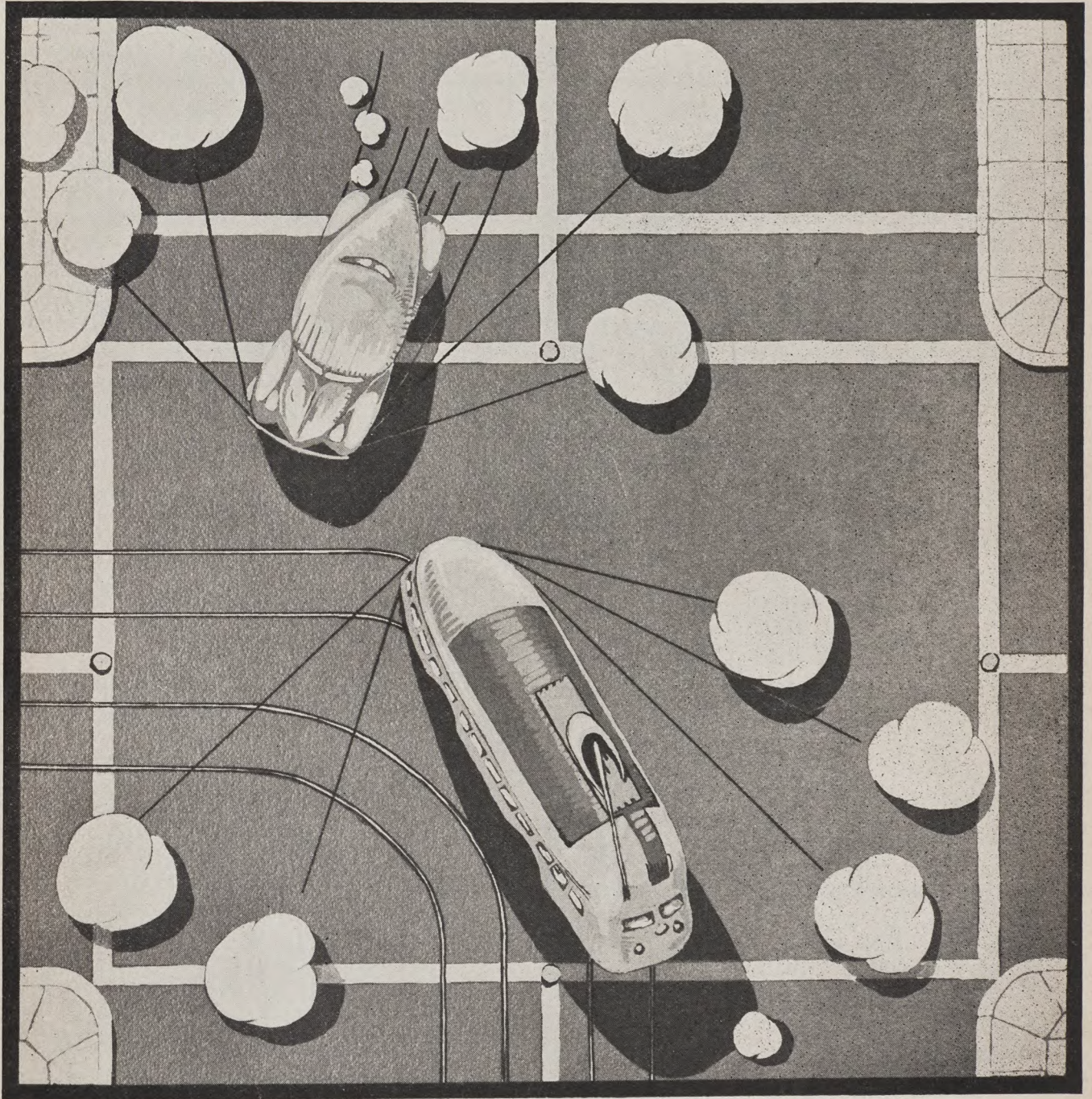
Everyone interested in joining one of these clubs is urged to get in touch with his Superintendent or Department Head.

. . . ACCIDENT



The Absent-Minded Professor is with us again . . . and there are plenty more like him. Which means that an alert Operator is always ready to make a stop right NOW, if necessary.

COMBINATIONS



Maybe that motorist thinks he can get by the streetcar before the Operator completes his left-hand turn. His judgment is frequently wrong, however, and it's up to the Operator to see that both vehicles don't try to occupy the same spot at the same time.

For A Prosperous New Year

By J. COLLINS Supervisor of Safety

AT this time of the year most people resolve to turn over a new leaf in the book of life which, within a short period of time and during a moment of thoughtlessness, is allowed to turn back to its habitual position so that at the end of the year it looks like a facsimile of the preceding year.

When the results attained indicate to a person that he is doing the wrong thing (it takes wrong action to produce wrong results) he should change immediately towards right action and not wait for the first of the year to do so at which time he may have to correct an acquired habit. A man gradually trains himself to violate rules, or take chances. It is not the natural thing to do—the best way, therefore, is: if you do not wish to do a certain thing, avoid doing it in the beginning. If the young men in our service would remember, and persistently apply, one or two general principles in their daily work, it will lead them to the road of success.

Remember, the only permanent

thing in life is change. Every object at any moment is merely raw material in the process of becoming something else. You, who have the ability to choose, may determine what that something shall be by setting your compass in the direction in which you desire to go. Now is the time to start on the way towards that goal. Do not charge your failures to luck—to do so is not complimentary to your intelligence, but is rather an indication that you are not making the most of your faculties.

The best safety device that can be placed on a streetcar is a careful man. Carelessness causes more accidents than lack of knowledge. No accident occurs from a single cause—there is a combination of causes leading up to it, any one of which being eliminated would have transformed the entire situation. You have control of but one of these causes and, when you recognize that one cause, you will begin to understand that the only problem you have is that of yourself.

No other person can do your think-

ing for you. It is never done by another. Your actions and reactions are your own. Accidents are caused by the actions of men, and there are but a few men who will admit that they do not have control over their actions. Their actions are sometimes influenced by their environment—therefore, our actions are usually governed by the things with which we come in contact. A wise, trained man, however, should let his thoughts be influenced by the rules of the Company which he serves.

Improve with experience. Become skilled and keep cool, recognizing the hazards of the streets. Pedestrians, sometimes, do inane things and the cause is not always the same. Carbon monoxide gas that we are having to endure is causing a great deal of low blood pressure, heart ailments and dizziness which are the reasons for falls that many are experiencing. In the case of falling in one of our streetcars, usually the operation of our trainmen is where they place the blame, regardless of what the cause may have been—therefore, try always to perform your duties to such a satisfactory extent that you can readily be exonerated from all blame.

*“How many times do
we have to tell you
not to pound that
gong so hard?”*



HONDURAS HIKING

FEASTING on monkey liver and dry tortillas in the jungles of Guatemala is not everybody's idea of a good time nor was it the regular diet of Herman Leibelt (Foreman Vernon Yard), and Mike Kelly, his pal, wanderers from the States whose nomadic yearnings had brought about their acquaintance in San Pedro, a small settlement in Honduras.

Unlike our own seaport community of the same name, the San Pedro of Honduras lies several miles inland from the Caribbean Sea.

It may be well to state that little is known of the hardy Irishman, Kelly, beyond the fact that he spoke Spanish fluently and was last seen leaving Guatemala City to join the army of its neighboring state, Salvador. Fifty-three years have passed since Herman bid Mike a final farewell.

In 1864 the little community of Carlsbad, Bohemia, a province of Austria, recorded Herman's birth and eighteen years later the townspeople read of his departure for that far-off land, America.

Herman's slow, tedious voyage ended at the docks of Baltimore, Maryland, and after a one-night rest ashore he entrained for Cincinnati, Ohio. Here he soon found work as a store clerk, but six months later left for Louisville, Kentucky, where he served as a waiter for eight months. From there he hopped to St. Louis, Missouri, where he again waited tables for eight months.

July, 1884, found Herman in New Orleans embarking for Guatemala, with the promise of track work on a new railroad which was being built between Porto Barrios and Guatemala City. On arrival, however, he found the workers living in squalor, with no barracks provided and no

THE STORY OF A TREK THROUGH THE WILDS OF CENTRAL AMERICA

By C. J. KNITTLE



Herman Leibelt, Foreman, Vernon Yard, who declares one meal of monkey liver is sufficient for him.

wages having been received for over two months.

Abandoning his plans, Herman selected three companions and started into the interior. For four days they followed a single telegraph wire strung on living trees, waded shoulder deep across streams, fought mosquitoes and jungle brush before they sighted the first camp, a British hydraulic gold mine. Here they found operations indefinitely suspended to

permit the overhauling of pipes and flumes.

The manager, with kindly interest, furnished them with a three days' food supply and directed them to follow the trail to the Santa Cruz, a French mine in Honduras. Arriving there, the manager, a Swiss engineer, gave them work, but two weeks later Herman was stricken with malaria and was confined to his bed for three weeks.

On recovering, Herman struck out alone and four days later arrived at San Pedro (Honduras), where he was befriended by the Scotch manager of a sugar plantation and was given work in the distillery at \$20.00 a month and board.

Two months later he was spirited away by a German baron to work as overseer on his banana plantation with the same pay but much easier work. After working there a month, however, Herman was again stricken with fever and on recovering was advised by the doctor to go to Guatemala City, 200 miles distant and 8,000 miles above sea level, where the climate would be more favorable for him.

Mike Kelly came into the picture at this time, and together they started for the nation's capital, which lay within 45 miles of the Pacific coast, a two weeks' trek at best, with many dangers and hardships to overcome. Soon the last of the food supply was exhausted and the men started their fourth day of the journey, wondering where the next meal was coming from. The little camps or settlements which they expected to encounter along the trail, where natives gladly supply the wayfarer with three and four days supply of tortillas, failed to materialize, and toward noon Herman and

Kelly were becoming ravishingly hungry.

Suddenly two rifle shots crackled in the still jungle air. Several minutes later a campfire loomed through the dense woods, and making their way toward it the travelers discovered a party of native hunters, two men and a boy.

Their bullets had found the mark. One monkey lay on the ground and the boy was preparing to skin the other. Kelly addressed the men in Spanish and soon he and Herman were indulging in a feast of monkey liver and dry tortillas. When it was over, the hunters prepared a four days' supply of tortillas and gave it to the travelers. Ten days later, after passing several settlements of equally hospitable natives, Herman and Kelly reached Guatemala City.

The streets were alive with soldiers returning from a war with Salvador over state lines. Guatemala had won. The carnival spirit was everywhere.

The two tired wayfarers stood watching the gay, excited citizenry for many minutes.

"Good-bye, partner," exploded Kelly, grasping Herman's hand. "I'm joining the army!"

"But the war's over," replied the nonplussed Herman. "Salvador got the worst of it."

"I know," yelled Kelly, "but they won't next time. I'll be with them. That's all they need—a little Irish."

Kelly disappeared. Two days later Herman found employment as a waiter in the Depot Hotel. Three months later, completely recovered from the fever, he hiked the 150 miles back to San Isabel Lake alone, hired a sailboat for the 90-mile trip to Livingston on the Caribbean and booked steamer passage to New Orleans.

Back in the States, Herman rested for two months and then took track work for the Southern Pacific in Louisiana for two years. Following this he moved to San Francisco and continued track work there for four years



Guy Gifford, Div. 1.

"We'd better check with the Legal Department!"

more, then changed over to the Santa Fe for two years of the same type of work.

In the fall of 1902, Herman was employed by the Los Angeles Railway as a track foreman and has remained with this Company continuously since that time.

EXHAUST FROM THE GARAGE

By TOM MARKS

This information may prove of interest to some of the "Believe It or Not" fans of the Lary family:

On the second shift at the 16th Street Garage, between the hours of 6:00 p.m. to 9:00 p.m., there are 125 coaches which pull in from their respective runs. These coaches are fueled, oiled, watered, driven to the

pits where they are inspected top, inside and underneath; minor repairs and adjustments are made and they are driven to the wash rack where they are cleaned and then parked. 125 coaches receive this operation in three hours, or at the rate of one coach every minute and 26 seconds.

Poor Golfer: "Well, how do you like my game?"

Caddy: "I suppose it's all right, but I still prefer golf."

★ ★ ★

'Twas midnight—

"Wow! Wow! Wow!" came weird noises from the crib.

The ballplayer father poised on the edge of the bed.

"Four bawls and I walk," he murmured.

FIRST AID TAUGHT

ONLY a few days ago a call came from one of the shop sections that an employe had a severe heart attack, and our first aid attendants were asked to come down at once. It is believed that the quick and persistent action taken by these men saved the employe's life and it is very gratifying to know that a splendid service of this kind has been provided for all shopmen.

Herbert Turner, who has served for a number of years as our first aid attendant, responded to the call with Arthur Arnold who acts as a relief attendant during Mr. Turner's absence. Both Turner and Arnold have had considerable training in first aid work during active service in the World War, Turner having been a pilot with the Royal Air Forces for three years, and Arnold four years with the Brigade Section, Royal Engineers. Each of these men has a certificate covering a course of first aid training and are qualified to give the necessary first aid by the means of artificial respiration, which was used in the above case. Arnold has recently taken a training course and received his certificate.

In addition to having these two thoroughly trained and competent men, the shops possess an adequate first aid room equipped with stretcher, cot, hot water service and other accessories which is located on the ground floor just below the offices at the South Park Shops. This first aid room is used quite frequently in caring for shop employes who have the misfortune of receiving minor injuries, also, in temporarily dressing or wrapping a severe wound before sending the patient to one of the panel doctors.

Recently, approximately thirty-four men in the mechanical and automotive departments have taken a course



A DAMAGED FINGER RECEIVES PROMPT ATTENTION

Left to right: H. L. Turner, Arthur Edmonds, A. D. Arnold.

in first aid training which was sponsored by the local Red Cross agencies at many of the city schools.

There is now a capable and thoroughly trained first aid man on each of the three shifts at the division car houses, and also at the 16th Street Garage, who can care for all emergency first aid at any of the above locations during the entire twenty-four hours, day or night.

The following is a list of men, by various locations, who have recently completed, or are now taking, the first aid training course:

Division 1: C. H. Heywood, James Bradley, J. E. Simmons, J. L. Sher-

rill, W. J. Christmas, E. F. Bond, W. McDonald.

Division 3: G. B. Magin, R. H. Wescombe, G. E. Atkins, W. I. Green, W. J. Alport, E. W. Swanson.

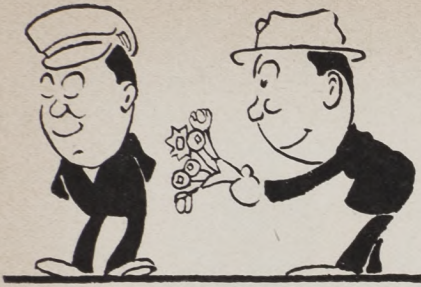
Division 4: J. J. Inman, G. A. Smith, E. Newhard, E. Webb, R. J. McIntyre, R. McDowell.

Division 5: G. P. Macqualter, W. F. Ellis, A. Duncan, W. G. Bender, O. E. Lund, R. W. Mills.

16th Street Garage: G. Borngrebe, A. Jackson, J. Keller, H. Pauschert, Frank Bruner, Tom Marks, M. Lehmann, M. McInally.

South Park Shops: A. D. Arnold, Relief Attendant.

PATRONS'



"Careful Attention Shown . . ."

"The undersigned lost some papers on the 'N' car which arrived at the downtown section about 8:25 a. m., January 3.

"This was called to the attention of the Los Angeles Railway Company and papers were returned to me this morning (January 4).

"While they were not particularly important and could have been replaced, at the same time the loss was annoying. They were wrapped in a part of Sunday's newspaper and it would have been a very easy matter for the Motorman, No. 2751, (**Wm. A. Clark, Div. 3**) of this car to have overlooked their importance and thrown some away. The result indicates very careful attention upon his part. Will appreciate if you can convey to him my sincere thanks for the splendid manner in which he took care of the situation."

F. J. MacKIE,

Assistant General Manager,
The Atchison, Topeka and Santa Fe
Railway Company, Los Angeles.

Visitors Commend Operator . . .

"My mother and I believe that praise should be given where praise is due, and your Driver No. 35 (**A. R. Bauer**) on Beverly Boulevard, certainly deserves a lot of it.

"Last Thursday after finishing our shopping early, we wanted to visit a friend in West Los Angeles. We are not acquainted with the city at all, and since two persons on the street whom we asked couldn't direct us, we decided to take the first bus that came along and hope that the driver could help us.

"The driver, No. 35, was very courteous and thorough in giving directions. He seemed to really understand how lost we felt and patiently explained several times. He gave us transfers and we had no further difficulty in reaching our friend's home. We certainly appreciate the kind consideration shown by this driver.

"If all of your drivers are of the same quality as Driver 35, your Company has much to be proud of."

Mrs. Charles Overton and

Barbara Overton,

306 Wolfe Street, Oxnard, California.

CONSISTENT REPEATERS



L. W. HYDE, Virgil Operator (1936) . . . born and raised in the South . . . an old Navy man who saw service during the Nicaraguan Rebellion . . . member of championship signal gang United States Fleet . . . coach of Navy Rifle Range at Fort Lewis near Tacoma . . . top ranking salesman for Southern Division of American National Insurance Co. in 1934 and also President of Insurance Club of that Company . . . married and father of two children.

From Police Department . . .

"The two officers working our Traffic Safety Car in Hollywood Division have directed attention to the excellent and careful manner in which a bus was handled by one of your drivers.

"On December 14, 1937, at 1:50 p. m., the driver of Bus 3104 (**W. R. Humber**)



JOE A. WEAR, Motorman Division Five (1920) . . . fifteen months with Second Division in France . . . regular clerk at Division Two for four years . . . pinch-hits as extra clerk at Division 5 . . . married, one daughter.

traveling east on Hollywood Boulevard, showed courtesy and consideration to pedestrians over and above that ordinarily performed by the majority of drivers.

"In view of the fact that 65 percent of our traffic deaths in Los Angeles involve pedestrians, it is felt this driver should be commended for the care shown by him on this occasion."

JAMES E. DAVIS, Chief of Police.

(Signed) R. C. Combes,

Deputy Chief

Commanding Traffic Division.

Appreciation to Conductor 2536

"I pen these few lines as an appreciation for the Conductor in assisting my mother in time of forgetfulness, to Conductor No. 2536

PLAUDITS



ON THIS PAGE



I. GASPARRO, Conductor Division Three (1919) . . . born in Italy and came to the United States in 1910 . . . gas service man for San Diego Gas and Electric Corporation . . . worked on freight for Pacific Electric . . . Recording Secretary of Loggia Pugliese No. 1375, Order of the Sons of Italy . . . Secretary of the Canneto Colony of Saints Benefit Association . . . Treasurer of the Italian - American Progressive League of Southern California . . . married.

(**C. F. Detrich**, Div. 3).

"I hope you will in your usual routine express to him your appreciation of his care and attention to the aged people.

"This was on 'W' car on the afternoon run November 26, 1937, with this Conductor, exerting his support in caring for my mother, which might have resulted in a very serious accident."

A. FLEMING,

329 Newland Avenue, Los Angeles.



H. W. STRODE, 16th Street Operator (1934) . . . graduate of Colorado State Teachers College where he played football . . . played professional football with the Hollywood Reds, unmarried.

From our Mail Sack also come letters of commendation for:

CONDUCTORS

F. W. Greene, Div. 4
C. E. Benton, Div. 4
E. W. Park, Div. 1
C. Clark, Div. 5
J. W. Bell, Div. 5
J. Holt, Div. 3
C. G. Munroe, Div. 5
E. J. Skinner, Div. 5
J. C. Rhodes, Div. 4
F. S. Leon, Div. 3
H. A. Smith, Div. 1
W. B. Barone, Div. 3
M. W. Billingsley, Div. 1
A. W. Ehlers, Div. 1
J. D. Johns, Div. 5
J. M. Wilson, Div. 3
C. O. Danielson, Div. 1
J. T. Little, Div. 4

C. B. Jennings, Div. 3
H. E. Schultz, Div. 5
H. Russell, Div. 5
R. A. Vermeer, Div. 4
W. P. Spendlove, Div. 1
J. A. Bontty, Div. 5
R. G. Monahan, Div. 3

MOTORMEN

M. F. Graham, Div. 3
G. F. MacMillan, Div. 3
R. E. Gunn, Div. 4
F. P. Wooten, Div. 5
H. W. Morrow, Div. 5
J. W. McCullough, Div. 1
R. W. Huntoon, Div. 5
R. D. Lowrey, Div. 3
C. M. Thompson, Div. 5
W. R. Kitson, Div. 1
E. E. Larson, Div. 1
O. Sherlock, Div. 1
H. J. Haupt, Div. 3
H. W. Gilbert, Div. 4
H. P. Tinsley, Div. 3
C. N. McMullen, Div. 1
C. A. Byrd, Div. 4
C. E. Benedict, Div. 3
W. H. Welch, Div. 4
A. R. Burk, Div. 3
B. Briggs, Div. 4
L. L. Leasman, Div. 4

COACH OPERATORS

H. W. Feller, Crenshaw-Vine-LaBrea
E. H. Fische, Sunset
M. L. Rise, Beverly
P. H. Daniels, Wilshire
D. A. Standefer, Wilshire
Roy Tilden, Inglewood
C. W. Agard, Beverly
L. A. Burns, Alvarado
E. E. Taggart, Sunset
C. F. Klug, Wilshire
J. M. Greenhill, Wilshire
W. L. Mulcahy, Crenshaw-Vine-LaBrea
C. H. Martin, Sunset
J. M. Fagan, Sunset
W. E. Rogers, Beverly
H. Evans, Washington-Adams-Jefferson
E. P. Brule, Wilshire
R. T. Cunningham, Wilshire
M. A. Martell, Vermont-Glendale-Riverside
L. C. Ewing, Vermont-Glendale-Riverside



R. J. MacMillan, holder of all-time high pistol score for Railway sharpshooters, gives his favorite revolver serious attention, preparing for forthcoming competition.

L A R Y C L U B S

REVOLVER CLUB

By LESLIE F. SPARKS, *Secretary*

THE annual report on qualifications has just come in and is one of the best we have ever seen from a civilian club. Twelve qualified for expert in Local Rating and six for expert in National Rating, with the .22 caliber. Fifteen made Local Expert with the .38 caliber; nine made National Expert, and one made the same with the service pistol (automatic). Four made Local Sharpshooter with the .22; six made Local Sharpshooter with the .38; two made National Sharpshooter; four made Local Marksman with the .22; three made Local Marksman with the .38 and one made the All-Around Expert Rating. Some shooting!

Above qualifications were made over the Camp Perry Course. For

the Local Rating one must make 265 or better for Expert; 235 or better for Sharpshooter, and 205 for Marksman. For the National Rating the .38 caliber is the same as Local but the .22 ratings are five points higher. With the Service pistol 250 rates Expert, 220 for Sharpshooter and 190 for Marksman.

In the Local Percentage Rating Bars, which are about the hardest to win that we know of, three made the Bronze; eight made the Silver and two made the Gold in slow fire. Two made Bronze and two the Silver in timed fire. Two made the Bronze in rapid fire. One made the Silver Rapid Fire in National Ratings.

In all there were nearly 100 prizes and medals won in 1937. A banner year.

J. T. Denis modestly says he was

lucky when he won one of the National Match Course Medals when he shot in the Southern California Pistol League Matches on December 19, 1937.

The December Railway Championship and Medal went to R. J. MacMillan who now holds the all-time high score for Railway men and women, 290 x 300. A 97 slow, 97 timed and 96 rapid over the Camp Perry course.

Captain J. C. Brewer and Centinellans tied one and won two matches from the United States Treasury Department Club. The scores were 1348 to 1348; 1353 to 1300, and 1364 to 1353.

The Lary Silver Bullets won match Two of Shoot One for the Dr. Van Gelder Trophy. Score 1319. The Civil Service took second with a

score of 1316; the L. A. Civilians made 1295 and the Inglewood Police made 1241.

The new schedule of events calls for a team shoot on the second Sunday, and individual shoots for prizes and medals on the fourth Sunday of each month. Regulation targets will be used in all events and those who enter may use their scores to qualify in both Local and National Ratings.

Our Association is on a sound financial basis and we should really go to town this year. Remember, too, that a hearty welcome awaits you on our range at Centinela Park in Inglewood.

LAMOCO PISTOL CLUB

With the starting of the new year the Club is planning a great deal of interesting activity. The initial work on the range has been completed and the entire job will be finished within a short time. With all the interest and cooperation displayed, the LAMOCO Pistol Club should be the finest in the city, as very few clubs have the facilities that are now available to the members. Most of the work at the range has been done by a small group, but it is not too late to offer your services to help with the completion.

"And you are secretly married to her?"

"No, she knows it."

CHRISTMAS BASKETS PRESENTED

By MRS. L. B. MEEK

Christmas is over, but all who helped with the Club Christmas baskets will remember it for some time with a feeling of joy in service. Twenty-four of our less fortunate families received baskets of groceries and good things. The money raised at our Carnival in November was used for this worthy cause. The Club wishes to express its gratitude to Von's Grocery Company and Helms Bakery for helping to make the work a success.

At our January 6 meeting, guest speaker was Mrs. Anne Leidendecker from the Public Library. She told us of many interesting and unusual books available in the Library, and we are indebted to her for her appearance before us.

Right: One of the Xmas baskets prepared by Lary Women's Club.

Below: Left to right, club members Mrs. J. J. Redding, Mrs. S. T. Brown, Mrs. W. M. Davis, Mrs. B. F. Routh, Mrs. Ben Fulton, Mrs. Paul Brown, Mrs. R. J. Planter, Mrs. L. R. Meeks, Mrs. E. W. Watson.

Mr. Wileman of Barker Bros. spoke to us January 20, on New Year Styles in Home Decorating. Mrs. McCormick, one of our members, presented "The Old Fashioned Album" with several members taking part.

Something just a little different is being planned for the February 3 meeting. Attend and bring anyone eligible with you. (Those eligible are all wives, dependent daughters, sisters and mothers of employes of the Railway.)

Those who want to get better acquainted, come to our "Get Acquainted" Card Party to be held Thursday, February 10, at 1:30 p.m., in Room 309 of the Main Office Building. No admission charge.



SQUARE AND COMPASS

By BILL LANE

The regular meeting and banquet of the Lary Square and Compass Club was held at Von's Cafe, Saturday evening, December 11. What a dinner we had! Those members who braved the rainstorm were well rewarded by a wonderful evening and swell entertainment.

The annual election of officers took place at this meeting and the following men will serve for the year:

L. F. Sparks, President; C. P. Pedersen, Vice-President; J. E. Steenrod, Secretary; Lloyd Yeager, Treasurer; Al Rex, Chaplain; Raymond Smith, Marshal.

President Sparks has promised to put new life in the Club and he has a great helper in that fire eating, rip-snorting Irish Swede from Division 5—C. P. Pedersen. Pete said he did not want you to get him mixed up with that Norwegian Peterson.

Wonder what was the matter with Leo Bean and Chas. Polchow, the Supervisor twins. Are they turning sissy and afraid of a little rain?

EXTRA! Bill Morgan did not have a story to tell—hope he gets wound up for 1938.

Brother T. Y. Dickey, who has retired from active service as Superintendent of Division 5, gave a nice talk and promised to attend every meeting from now on while in Los Angeles.

Members are reminded that we are starting a new year and that dues are due—also all Lary Masons who are not members are invited to join us. We meet the third Saturday evening of each month.

OPEN HOUSE

The Christmas Open House held on December 24 in Room 302 of the Main Office Building proved an unqualified success, according to everyone who visited the scene of festivity and partook of the viands prepared by members of the Men's Committee.

AMERICAN LEGION

POST 541

By R. H. MANNING, *Adjutant*

Tuesday, December 21, the Post and Auxiliary acted as host and hostess to 150 kiddies at a Christmas party. After one hour and a half of entertainment in came our good Comrade Marques as Santa Claus. He gave each child a big stocking filled with goodies and a present, and what a time those kids did have!

Besides children of members of the Post there were 100 brought in from the District by the District Child Welfare Chairman, Dr. Lupton.

After the program, when all had received their gifts, we adjourned to the dining room, where coffee, cocoa and cookies were served by the Auxiliary.

Our regular meeting was held on Tuesday, January 4, with a fairly good turnout. As Chairman of the Committee on Sons of the American Legion, I would like to say that the response to signing up the sons has been grand and this is part of our youth program and one that should go over big with all members. At the present writing about half of the eligible sons have signed up, and by next writing we will have a 100 per cent membership. So if you want your son in as a Charter Member you had better get busy and do it now.

At the last District meeting of all chairmen of the S. A. L. it was shown that there were 60 sons of the 17th District enrolled in the District Band, so if your son plays an instrument, put him in at once.

Again may I say that this is an American Legion Post which is functioning for the good of the community, state, and nation, and if you are eligible for membership we invite you to join us.

On February 25 the Annual Smoker will be held, so contact any of the members for place and exact time.

VETS CLUB

By R. C. HOYLE, *Adjutant*

Officers elected to serve the Veterans Club for 1938 are:

Commander, W. H. Hollenbeck; First Vice, O. E. Lund; Second Vice, G. K. Tolle; Adjutant, R. C. Hoyle; Finance Officer, C. J. Clark; Chaplain, H. F. Nelson, and Sergeant at Arms, R. C. Timmons.

Our meeting night has been changed to the second Friday of each month, so all you members who have been complaining that you could not attend Mondays will not have that excuse in future.

Don't forget the Bank Night drawing.

VETS CLUB AUXILIARY

By THERESA V. MADIGAN, *Sec'y*

The election of officers for 1938 was held on Monday, December 27, and the following members were selected for the coming year:

Amy Jackson, President; Ella Hoyle, Senior Vice-President; Ruby Lynn, Junior Vice-President; Theresa V. Madigan, Secretary-Treasurer, and Mary Wiley, Chaplain.

Commencing with February, our meetings will be held on the second Friday of each month, instead of the fourth Monday. February 11 will be the first meeting of the year under our new President, so please make a special effort to attend.

POST 541 AUXILIARY

By BETTIE L. LEASMAN

January 4 the Los Angeles Railway Unit 541 of the American Legion held a very interesting meeting with several District officers present.

The Unit is very busy making plans for the first birthday party. We will be one year old on January 30. The Unit has accomplished a great deal since its inception. The 17th District Membership Chairman, Irene Burgoon, presented us with a lovely set of Fedae colors for making our quota in membership by December 15. We will also receive a National Citation.

KIDDIES GUESTS OF HONOR AT DIVISION THREE XMAS PARTY

One of Santa Claus's most successful efforts was the "Sponsor a Child" party held by Division Three at the Florence Nightingale Junior High School Saturday afternoon and evening, December 18. Almost 300 kiddies were the guests of the trainmen, and the gay laughter that resounded throughout the day fully repaid all those who helped to make this event possible. An authentic Santa in the person of Conductor C. V. Judd wandered among the children and was kept busy every moment. Two clowns, Motormen O. H. Alwes and C. T. Vaughn, also added to the fun and did themselves proud in their endeavors to bring joy to the youngsters. An excellent program was given at both sessions.

The wives of the trainmen contributed cakes of every variety, and H. T. Tuttle of the Car Barn Cafe as usual furnished steaming coffee. Ice cream and cake were served to all grown-ups.

The personnel of the High School, under the direction of Principal Brown, was on the job every minute, and in addition to furnishing over 100 names of children in this district who were the guests of honor gave very valuable assistance in planning the program.

To those who worked early and late in making this party possible, enough credit cannot be given. Next year's party will without doubt be doubly successful on account of the experience gained in putting the first one across.



CHRISTMAS AT DIVISION THREE

As Santa we have Conductor C. V. Judd with little Donna Ruth Taylor, age 2½, on his knee. Motorman C. T. Vaughn and O. H. Alwes (Junior Alwes, age 2, on Clown Alwes' knee) provided great fun for all.

DIVISION FOUR FROLICS

In the parlance of the day, Division Four trainmen "went to town" with a program of selected vaudeville, country store prizes and dancing in the third of a series of good-fellowship rallies at Westgate Masonic Temple on January 8.

Topped with an address by Manager of Operations C. E. Morgan and supplemented with songs by a mixed

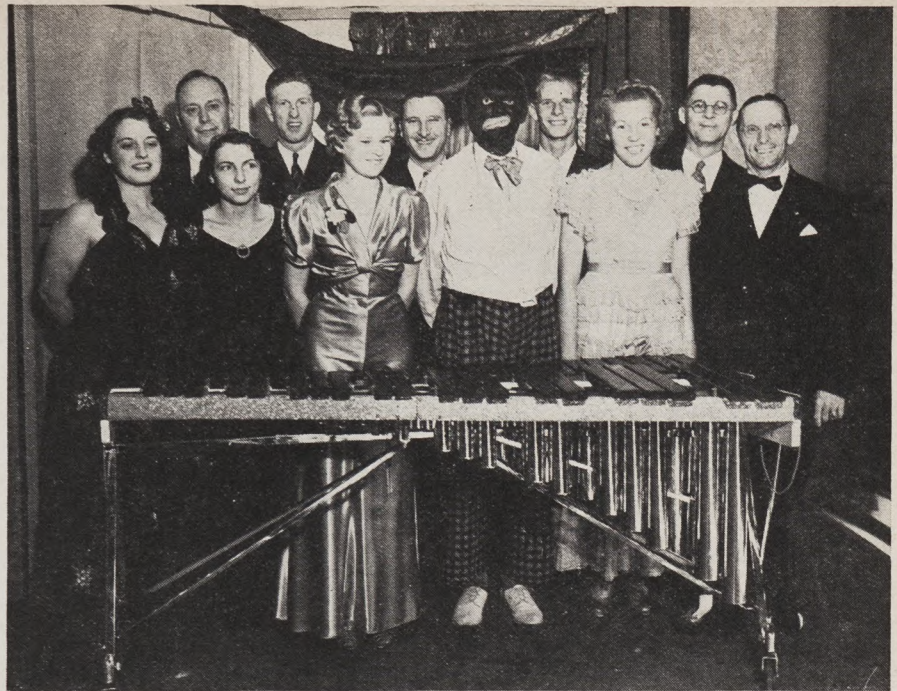
chorus of twenty Main Office voices featuring Charles Coover, veteran of forty-seven years Lary service, the all-star show bill sparkled with the talent of Ted Muller, vocalist, accompanied by Mrs. Muller; Catherine Van Riper, marimbaphone numbers; Ed-die Mills' Trio, the Streamline Songsters; "Showboat Billy" Vejar in Darktown Comedy; Donna Lee Ad-

ams in song and dance numbers and Essie Cooper, the Southland Songbird.

Twenty-two practical prizes ranging from livestock and electric household appliances to cup cakes for breakfast were issued from the Country Store to the winners. Superintendent and Mrs. B. B. Boyd of Division 5 were among those who met with "fowl" play and were obliged to escort a live Peking duck from the ballroom.

Chairman Steve Cooper estimated the crowd at 750. 500 arrived early enough to have seats for the show. 150 of the later guests made themselves comfortable in the adjoining library while the other 100 waited in the corridor.

Approximately 400 remained after the show to enjoy the dance program of Leon Sweet and his Sweet Swingers. Leo Leasman performed creditably as Master of Ceremonies of the evening.



ENTERTAINERS AT DIVISION FOUR PARTY
Back row, left to right: S. T. Cooper, Chairman; P. E. Hipes, E. F. Mills, Wilbur Mills and Ted Muller. Front row, left to right: Mrs. Essie Cooper, Mrs. Henrietta Shugart, Catherine Van Riper, Billy Vejar, Donna Adams and L. L. Leasman, Master of Ceremonies.

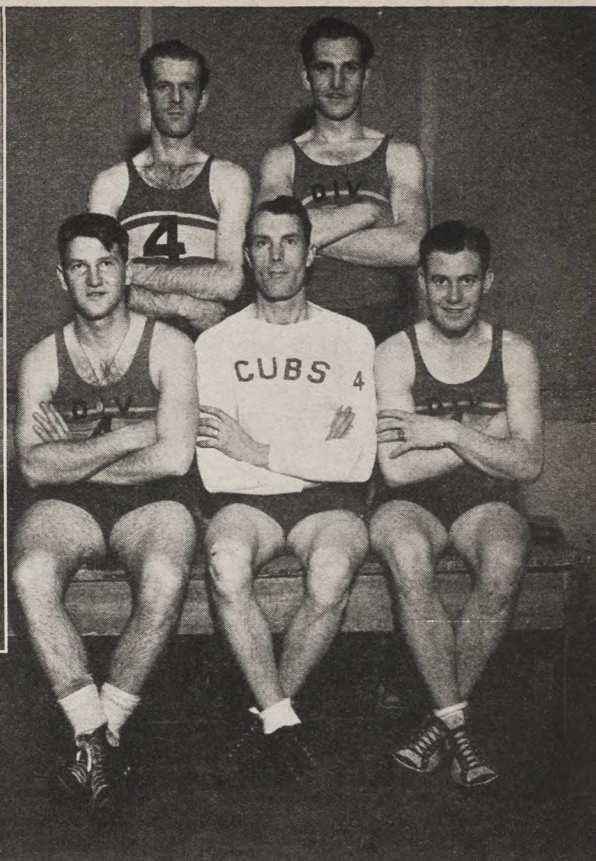
CHRISTMAS CAROLERS



Recently organized, the Main Office Chorus in their two appearance to date have been enthusiastically received. Front row, left to right: Dan H. Johnston, Gladstone MacDonald, George Scott, H. E. Gaskill, Wm. Taylor, Clarence Fischer, Rosemary Anderson, Helen Sonnenberg, Elsa Bergman Lois Larsen, Grace Temple, Mae Stevenson. Back row: left to right, Charles Coover, Henry Miller, Albert Reid, Geo. W. MacDonald, Lawrence Grimm, Marguerite Matheny, Norma Weiss, Dorothy Anderson, Dorothy Franké, Jennie Levett, Mae Bass.



THE LAMC SQUAD: *Standing, left to right: S. F. Pallas, R. B. Crownover D. R. Owen, R. D. Blum, A. J. Wycoff. Sitting, left to right: D. D. Canning, U .T. Strong, E. J. Randles, W. M. Lewis, J. T. Hope.*



DIVISION FOUR'S TEAM: *Standing, left to right: A. C. Waggoner and C. W. Brown. Sitting, left to right: W. J. Curry, F. L. Wildish and D. M. Spence.*

LARY BASKETBALLERS

By C. J. KNITTLE

ON Friday, January 14, the Lary Basketball League started the second half of a fourteen weeks season.

Division Five team, which had lost but one contest, an opening game with Vernon Yard, once again met their conquerors, but this time the Division Five boys vanquished the Vernon lads with a 48-32 score.

No doubt the loss of that game staggered the Vernon team. A win would have tied them with Division Five for first place. The defeat leaves them tied with L. A. M. C., Division Three and 16th Street Garage for second place.

South Park Shops team unfortunately lost their last three games and dropped from third to sixth place. Divisions Four and One are tied for the bottom position.

December 31, 1937.

To the Editor of Two Bells,
Los Angeles Railway Corp.
Broadway at Eleventh,
Los Angeles, California.
Dear Sir:

Last night the Police Department basketball team played the Los Angeles Motor Coach team under the direction of D. D. Canning.

On behalf of our men, I wish to commend your team. The Police Department appreciates playing against men who display such splendid sportsmanship and goodwill.

Respectfully,

A. R. TROUT,
Officer No. 1350,
L. A. Police Dept.

At this stage of the tourney each team is putting forth its finest competitive effort. Literally speaking, the Division Five lads cannot rest on their laurels with only a two-game lead over four very competent rivals and six games to play.

So the contest proceeds with every team up on its toes while hundreds of supporters watch hopefully and cheer wildly as each added point brings their favorite team nearer the long end of a winning score.

Oftimes, perhaps, we are prone to overlook the true social value of basketball and other forms of amateur sport. In a keenly contested game it is not only necessary to mobilize one's absolute best in competitive endeavor; it is necessary to reach down to perhaps unsuspected reservoirs of power, skill and endurance, and

achieve a better best than the competitor has previously known. The compulsion that sportsmanship lays upon the heart to give all and withhold nothing is, without question, a particularly valuable social contribution in a period deprived of the molding rigors of Spartan discipline.

Whether one approves or not, life is a competitive thing. There are few evidences of the coming of a Utopian non-competitive millennium. We are sometimes tempted to forget that in many ways it is by the spirit of competition that life progresses. It is by the pitting of the courage, ingenuity, and endurance of one man or one group against those qualities in another man or group that we move forward to a new order of achievement in many fields.

Where else than on the playing fields of amateur sports can youth learn so well the joy of achievement with no hope of reward other than the achievement itself? The glory of amateur sport lies in competing for nothing except the love of the game and the joy of accomplishment. Therein lies, perhaps, its greatest social value.

The Greeks, when they acclaimed a winner in the Olympic Games, crowned him with a wreath of wild parsley or wild olive, a symbol so transitory and ephemeral that the hot rays of the Grecian sun withered it upon the brow of the victor before he wore it out of the stadium in which it had been won. It may well be that this fugitive symbol was chosen to mark the glory of victory precisely in order that youth might learn the great lesson that an effort is its own joy, a success its own reward, and that both constitute an inner and invisible enrichment of the spirit of man beyond price.

Now let us glance over the recent scores, highlights and present League standings:

LEAGUE STANDINGS

	W	L	Pct.
Division Five	7	1	.875
Vernon Yard	5	3	.625
L. A. M. C.	5	3	.625
Division Three	5	3	.625
16th Street Garage	5	3	.625
South Park Shops	3	5	.375
Division Four	1	7	.125
Division One	1	7	.125

COURT NO. 2

L.A.M.C.—43	Division 1—28
Lewis (5) F	Franklin (19)
Pallas (13) F	Jacobs (4)
Strong (12) C	Milroy (5)
Wycoff (6) G	Johnson (0)
Reynolds (5) G	Mullenax (0)
Hope (2) Sub.	

Score by Quarters

L.A.M.C.	9	24	34—43
Division 1	3	13	17—28

Another well-played game. Franklin was outstanding for Division One. L.A.M.C.'s win should be credited to excellent passing. Pallas and Strong piled up the points for the Coach boys.

9:00 P. M.—COURT NO. 1

Division 4—15	16th St. Garage—22
Rowe (4) F	Lehman (5)
Wildish (0) F	Clark (0)
Brown (1) C	Pitts (5)
Curry (8) G	T. Jeffries (3)
Waggoner (2) G	Turner (7)
	Sub. B. Jeffries (2)

DECEMBER 17—8:00 P. M.—Court No. 1

South Park Shops—21	Vernon Yard—34
Stanley (3) F	Carpio (10)
Farmer (3) F	Miranda (10)
H. Miller (10) C	Mendez (8)
Chamberlain (5) G	Aribello (0)
Ross G	Salsido (6)

Score by Quarters

South Park Shops	9	12	19—21
Vernon Yard	6	21	24—34

Both teams played a fast game using a man-to-man defensive throughout. Every player did well. There were no outstanding plays.



16TH STREET COACH BASKETBALL TEAM

*Standing, left to right: Tom Jeffrey, H. S. Aure, D. A. Pitts, D. Turner.
sitting, left to right: Bob Jeffrey, M. V. Lehman, J. C. Clark.*

Score by Quarters

Division 4	..... 5	9	13—15
16th St. Garage	..... 1	3	11—22

A great game for the spectators as well as the players, the Coach lads turning the tables from defeat to victory in the fourth quarter.

COURT NO. 2

Division 5—40	.....	Division 3—27	.....
Ullrich (10)	..... F	Broman (15)	.....
Smith (15)	..... F	Christenson (9)	.....
Pace (10)	..... C	Barnett (2)	.....
Scott (4)	..... G	Vance (0)	.....
Brown (1)	..... G	Triboulet (1)	.....

Score by Quarters

Division 5	..... 6	24	27—40
Division 3	..... 11	13	20—27

Another excellent game, fast throughout with Pace of Division 5 and Broman of Division 3 outstanding.

JANUARY 7—8:00 P. M.—Court No. 1

16th St. Garage—32	.....	Division 1—10	.....
B. Jeffries (18)	..... F	Mann (1)	.....
Lehman (8)	..... F	Franklin (5)	.....
Pitts (0)	..... C	Milroy (1)	.....
T. Jeffries (0)	..... G	Mullenax (2)	.....
Turner (2)	..... G	Craft (1)	.....
Clark (4)	..... Sub.		.....

Score by Quarters

16th St. Garage	..... 8	15	23—32
Division 1	..... 1	1	5—10

Very good teamwork on the part of all players. The Garage team is composed of the same lads who formerly played under the team name of 16th Street Coach.

COURT NO. 2

Division 4—25	.....	L.A.M.C.—32	.....
Spence (4)	..... F	Pallas (10)	.....
Rowe (5)	..... F	Bloom (5)	.....
Brown (2)	..... C	Strong (10)	.....
Curry (11)	..... G	Crownover (2)	.....
Wildish (3)	..... G	Lewis (4)	.....
	..... Sub.	Reynolds (1)	.....

Score by Quarters

Division 4	..... 3	9	13—25
L.A.M.C.	..... 6	12	21—32

A good, clean game with Curry of Division 4 high scorer with 11 points. Pallas and Strong of L.A.M.C. each piled up 10 points.

9:00 P. M.—Court No. 1

South Park Shops—15	.....	Division 5—42	.....
Stanley (5)	..... F	Ullrich (7)	.....
Farmer (6)	..... F	Smith (15)	.....
H. Miller (1)	..... C	Pace (2)	.....
Chamberlain (1)	..... G	Scott (8)	.....
Ross (2)	..... G	Brown (1)	.....
	..... Sub.	Dunson (2)	.....
	..... Sub.	Mawxell (3)	.....
	..... Sub.	Bailey (4)	.....

Score by Quarters

South Park Shops	..... 5	10	10—15
Division 5	..... 9	18	31—42

The Division Five lads were too hot for the Shops lads this time. Ullrich was outstanding for Five although Smith was high point man.

COURT NO. 2

Vernon Yard—43	.....	Division 3—44	.....
Carpio (13)	..... F	Christenson (2)	.....
Miranda (8)	..... F	Broman (19)	.....
Mendez (14)	..... C	Barnett (17)	.....
Aribello (2)	..... G	Robinson (3)	.....
Salsido (6)	..... G	Triboulet (3)	.....

Score by Quarters

Vernon Yard	..... 13	20	31—43
Division 3	..... 3	19	33—44

This was a hard fought game and either team might have won. Barnett of Three made the winning point with a free throw in the last minute of play.

JANUARY 14—8:00 P. M.—Court No. 1

Division 1—22	.....	Division 4—12	.....
Franklin (10)	..... F	Wildish (2)	.....
Mann (2)	..... F	Spence (1)	.....
Milroy (2)	..... C	Brown (2)	.....
Craft (0)	..... G	Curry (4)	.....
N. Mullenax (2)	..... G	Waggoner (3)	.....
I. Mullenax (6)	..... Sub.		.....

Score by Quarters

Division 1	..... 4	11	13—22
Division 4	..... 0	5	9—12

Just a wild, rough game with neither team using any particular system of play but it provided much fun for the spectators.

COURT NO. 2

Division 3—27	.....	South Park Shops—23	.....
Broman (12)	..... F	Stanley (4)	.....
Christenson (7)	..... F	Farmer (7)	.....
Barnett (0)	..... C	Miller (2)	.....
Triboulet (4)	..... G	Chamberlain (5)	.....
Martin (2)	..... G	Ross (4)	.....
Robinson (2)	..... Sub.	Whitaker (1)	.....

Score by Quarters

Division 3	..... 5	12	16—27
South Park Shops	..... 5	11	18—23

An excellent game on both sides with the points acquired fairly even by all players. Shops, it will be observed, lost the game in the fourth quarter after holding a two-point lead.

9:00 P. M.—Court No. 1

Division 5—48	.....	Vernon Yard—32	.....
Ullrich (20)	..... F	Miranda (9)	.....
Smith (6)	..... F	Carpio (13)	.....
Pace (18)	..... C	Mendez (5)	.....
Scott (2)	..... G	Salsido (3)	.....
Brown (2)	..... G	Aribello (1)	.....
	..... Sub.	Rodriguez (1)	.....

Score by Quarters

Division 5	..... 7	16	27—48
Vernon Yard	..... 10	14	17—32

Another splendid game with plenty of fast passing but no roughness. Crowd was boisterous with applause. The Vernon Yard boys are standing up well despite the fact

their manager, L. C. Thompson, has been down with pneumonia since January 4.

COURT NO. 2

16th St. Garage—32	.....	L.A.M.C.—30	.....
Lehman (3)	..... F	Lewis (5)	.....
B. Jeffries (17)	..... F	Pallas (5)	.....
Pitts (7)	..... C	Strong (7)	.....
T. Jeffries (2)	..... G	Wycoff (6)	.....
Aure (1)	..... G	Reynolds (4)	.....
Clark (2)	..... Sub.	Crownover (3)	.....

Score by Quarters

16th St. Garage	..... 14	19	25—32
L.A.M.C.	..... 9	15	20—30

CHECK UP . . .

By T. R. LATHAM
Conductor, Div. 4

Did you ever stop to think that our Book of Rules is composed of laws made necessary by poor judgment; man failure in case of an emergency or carelessness? These rules mean nothing unless we know them and obey them. How many of us have read them often enough to understand the meaning of each rule? Still we go on day after day doing our work in our own way, oftentimes wrong, or, having read a rule, put some misconception on it to suit our own peculiar way of working.

If we were to start on a long trip by automobile we would check our gauges regularly to prevent mishaps and delays. How much more carefully should we check our knowledge of what and how we are doing the things that bring in the means of caring for ourselves and our loved ones. To apply that knowledge correctly we must also check ourselves carefully for fits of temper, rest, presence of mind, neatness and alertness. A few minutes a day spent in brushing up mentally and morally would go a long way toward keeping a smile on our face and a pleasing tone to our voice; helping us through our days with less chance of mishap or unpleasantness which tend to upset us.

So, let's check our rules regularly, obey them in the spirit as well as the words in which they are written; keep clean inside and out; be more considerate and above all, wide awake to things about us. *Remember*—safety first; consideration to the passengers second, and ourselves last.

LARY SICK FOLKS

By R. A. Pierson, Superintendent of Personnel

During the month of December, there were 27 employes confined to the California Hospital, which represents 222 hospital days. The cost of the Hospital service was \$1,402.45.

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

During the month of December, there were 176 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

OBITUARY

Henry William Corneth, Conductor Division 3, died December 12, 1937. He was born January 12, 1866, in Masbeth, New York, and entered the service of this Company June 1, 1909, being employed as a Conductor, Division 1, until September, 1909. Re-employed as Conductor, Division 3, September 10, 1919. Mr. Corneth is survived by his widow, son and daughter.

Reuben Robert Lott, on the Pension Roll, died December 26, 1937. He was born in Victoria, Texas, July 27, 1861, and entered the service of this Company November 5, 1906, as Janitor in the Mechanical Department; placed on the Pension Roll September 16, 1932. He is survived by his widow and a daughter.

Robert Barrett, Watchman in the Way and Structures Department, died December 26, 1937. He was born in Bantry, Ireland, November 12, 1872, and entered the service of this Com-

pany as Foreman, Way and Structures Department, April 1, 1932. He is survived by two daughters and three sons.

William Albert Stebbins, Motorman, Division 3, died January 2, 1938. He was born in St. Louis, Missouri, March 13, 1888, and was employed as Motorman April 1, 1924. He is survived by his widow.

Wastell Rogers Price, Flagman in the Transportation Department, died January 7, 1938. He was born in Pine Grove, California, July 21, 1865, and entered the service of this Company as Conductor, Division 4, April 14, 1908; appointed Flagman April 1, 1925. Mr. Price was a member of the Native Sons of Golden West No. 45.

Clinthus Gustave Reed, on the Pension Roll, died January 10, 1938. He was born in Marion, Ohio, January 7, 1852, and entered the service of this Company as Janitor, Line Department, December 28, 1903; placed on the Pension Roll May 1, 1930. He is survived by his widow, two sons and two daughters.

The wife of Herbert Edwin Gasink, Painter, Mechanical Engineering Department, died January 3, 1938.

The wife of Henry Martin Guthrie, Watchman, Engineering Department, died January 2, 1938.

PENSION ROLL

John Bonner Buchanan, Storekeeper Purchasing Department, was placed on the Pension Roll, effective January 1, 1938. Mr. Buchanan entered the service as Clerk in the Purchasing Department June 18, 1903; appointed Storekeeper Purchasing Depart-

ment November 1, 1910. His present address is 429 Manhattan Avenue, Hermosa Beach, California.

Talmage Yohn Dickey, Superintendent, Division 5, was placed on the Pension Roll effective January 1, 1938. Mr. Dickey entered the service of this Company as Conductor, Division 2, July 10, 1905; appointed Dispatcher, Transportation Department, January 1, 1909; appointed Clerk, Schedule Department, April 1, 1911; appointed Dispatcher Transportation Department, December 18, 1914; appointed Assistant Foreman, Division 2, January 3, 1920; appointed Foreman, Division 2, April 9, 1920; appointed Superintendent, Division 2, October 5, 1923; appointed Superintendent, Division 5, August 1, 1932. His present address is 1185 Leighton Avenue, Los Angeles, California.

Jesse Drayer, Flagman in the Transportation Department, was placed on the Pension Roll effective January 1, 1938. Mr. Drayer entered the service as Motorman, Division 1, February 9, 1905, and resigned December 17, 1907. He was re-employed as Conductor, Division 3, May 3, 1910; appointed Inspector, Transportation Department, May 6, 1911; appointed Assistant Chief Inspector April 1, 1918; returned to train service June 19, 1919; appointed Supervisor, Transportation Department, May 9, 1920, and appointed Relief Flagman, Transportation Department, May 24, 1937. His present address is 2651 Pepper Street, Los Angeles.

William Henry Engel, Conductor, Division 5, was placed on the Pension Roll, effective November 29, 1937. Mr. Engle entered the service as Motorman, Division 2, September 29, 1916; transferred to Conductor,

Division 2, October 2, 1916; transferred to Conductor, Division 5, July 31, 1932. His present address is 4412 Wesley Avenue, Los Angeles.

Bert Ernest Pittenger, Conductor, Division 5, was placed on the Pension Roll, effective December 1, 1937. Mr. Pittenger entered the service as Conductor, Division 2, December 10, 1917; transferred to Conductor, Division 5, July 31, 1932. His present address is 10338 Anzac Avenue, Watts, California.

APPRECIATION

Letters expressing gratefulness for the kindness and sympathy extended them during recent bereavements have been received by the Company from the Barrett Family; Mrs. Evelyn Stebbins; H. M. Guthrie; Mrs. Gusta Spohn; Mrs. Winifred Singer and Mrs. Emma Reed and children.



CONGRATULATIONS TO:

Conductor H. H. Anstine (Division 1) married on September 12 to Miss Beulah McCollum.

Substation Operator James L. Rose married on December 26 to Miss Anna Colbert.

Conductor Melvin B. Allred (Division 5) married on January 10 to Miss Elizabeth Ann Kaluza.

O. E. LaBine (Division 1—Mechanical) married on November 18 to Miss Beverly Edwards.

T. G. Hubbard (Division 1—Mechanical) married on November 25 to Miss Lydia Lohrengad.

D. A. Overturf (Division 4—Mechanical) married on November 12 to Miss Gladys Elda Schriefer.



BEST WISHES TO:

Jean Elizabeth, born to Auditor and Mrs. J. C. Yarbrough on January 15.

Sylvia, born to Motorman (Division 5) and Mrs. H. M. Ruiz on December 13.

Jack David, born to Substation Operator and Mrs. William D. Hunter on December 19.

Sherrill Maureen, born to Conductor (Division 3) and Mrs. R. D. Hudson on November 13.

Carol Lee, born to Motorman (Division 4) and Mrs. D. L. Cupcock on December 22.

Vernon Gene, born to Mechanic (16th Street) and Mrs. V. McDonald on December 24.

Carol Sue, born to Serviceman (16th Street) and Mrs. W. F. Sproule on December 21.

Suzanne Marie, born to Electrician (16th Street) and Mrs. William Wilson on January 6.

Charles Owen, born to Operator (Wilshire) and Mrs. H. B. Cruelle on December 5.

Rodney Harry, born to Operator (Wilshire) and Mrs. R. H. Alley on December 24.

Frank Chester, born to Mr. (Division 1—Mechanical) and Mrs. F. C. Porter on November 13, 1937.

Janice Elaine, born to Conductor (Division 5) and Mrs. B. D. Billings on December 16.

Connie, born to Conductor (Division 5) and Mrs. D. W. Ryan on January 1.

May Caroline, born to Conductor (Division 5) and Mrs. C. G. Munroe on January 6.

Barbara Jean, born to Motorman (Division 5) and Mrs. W. Buss on December 25. (Barbara was entered in records as the first 1937 Christmas baby in Los Angeles.)

Robert Rex, born to Operator (Division 1) and Mrs. A. J. Bell on December 16.

Belated announcement: Donald DeWitt, born to Conductor (Division 1) and Mrs. W. D. Gilmore on April 7, 1937.

Frederick Louis, born to Motorman (Division 1) and Mrs. F. A. Vallee on January 8.

INSURANCE CHANGED

In an election held November 15, 1937, the employes voted 2,433 to 440 to have the Sickness and Accident Policy changed to cover fifty-two weeks' disability instead of twenty-six.

This change has been made and became effective January 1, 1938. Certificate riders have been distributed for employes to attach to their policies which carry the number GS-3077-R.

This change necessitated an increase in premium of 10 cents per month per \$10.00 weekly indemnity. Deductions were made off the last half of December payrolls accordingly. Employes who were on the sick list as of January 1, 1938, will continue to pay the old rate of premium and be covered under the old policy until such time as they return to work.

I would like to express my thanks and appreciation to all my friends who remembered me with cards, flowers and messages during my recent illness. When one is lying in bed with nothing to do but think, it is a great satisfaction and pleasure to receive so many kind remembrances.

R. A. PIERSON.

D I V I S I O N



Mechanical Divisions

F. F. ROBEY

Division One

Earl Skinner was transferred from Division Three to Division One days. Glad to have you with us again, Earl.

R. O. Martin received a nice Christmas present from his dad. It was a duplex apartment.

Our Big Game Hunter, Lee Sher-rill, has put his guns away for the year. The reason is that quail season is over. Lee always found out where the quail were, but when he got there they were gone, but Lee is sure he knows where they will be next year.

Jimmy Phillips had the pleasure of getting stuck on the desert—45 miles from his destination. After an hour and a half wait, he was finally towed in. Jimmy said it was fuel pump trouble.

Le Roy Burr and "Casey" Martin have turned out to be sleuths. Le Roy is experienced and is helping Casey. They say they will offer their services free to anyone having an auto accident.

Clay Heywood and family took a trip over the new road to the Los Angeles Playground in the San Bernardino Mountains.

Floyd Bond and his son Clarence were hunting last week and it seems that the boy has a better eye than his dad as he is the one that bagged the rabbits. "Bernie" Bremm went hunting and got several jacks and cottontails. Walter Flower went deer hunting several times this season and finally came home with a badger.



Guy Gifford, Div. 1.

Division Two

The Division's Tool Committee seem to like the hospitality of Division Two, as the last week's session got so warm they wouldn't quit, until called out by M. Yamashiro, the Janitor, who told them the 4:25 p.m. whistle had blown and he was locking up. May need a clock in that room.

The Shop Emergency Crew held its third annual reunion at the Shops on November 23, 1937. Chef Tuttle maintained the usual high standard in catering, and everybody enjoyed the turkey dinner. A letter from J. T. Watts was read and appreciated by all. The sawdust dive ended satisfactorily with S. Cohn walking home with the turkey. C. Hatch showed the latest in Chinese war pictures and the

oldest in comedy. We hoped to supply a photograph of the dinner table, but our photographer concentrated too heartily on the olives and mince pie sauce.

Ex-watchman R. B. (Bob) Slocum paid the boys a visit recently—says he is feeling fine and getting better every day. He also told of what a fine granddaughter he has and let us know that a man should be proud to be a grandfather.

Lloyd Hoover is helping out the Division One Night Crew, so that each night one of the boys can go to school at Division Four and learn more about the P.C.C. cars.

We extend our sympathy to George Morton, whose only sister passed away in Hyde, England, a few days ago.

D O I N G S

Division Three

Ed Muse got jealous of Ted Clark's Fendermobile so he bought him a 1925 Ford Coupe. Competition is right.

J. B. Doovas is getting lots of pointers on married life. It won't be long now, eh, Jimmy?

Mary Lanier finally found out what a stack of cakes meant. She ordered three stacks at the restaurant.

Phil Lathrop was off for a couple of weeks with an injured finger.

Harry Sparks was off for a few days with an injured hand.

Bud Magin after driving 45 miles behind a friend's car, finally remembered he'd left his dog behind. Says he drove the 90 miles just to help the gasoline company.

Our Skeleton Crew for December 24 had three 200 pounders on it—some skeletons.

George Treneer has his wife home again. She was in the hospital for a serious operation.

Division Three extends sympathy to F. J. Rappe, whose wife passed away recently.

Division Four

W. L. Brown is our new Car Cleaner. Welcome to our gang.

John Thewlis, who broke his leg recently, paid us a visit the other day and hopes to be back soon.

Al Keller is now the proud owner of a 1936 Chevrolet Coupe. He took a trip to Lake Arrowhead just to see if it could make it in high gear.

Ivar Nordquest is back on the job after being off several months with a broken leg.

L. B. Rowen has been transferred to Division Three nights as Repairman.

A surprise birthday party was given George Smith recently at the home of Orris Howard. The biggest surprise of all was when George arrived unexpectedly and turned the tables.

Division Five

A. Duncan had the good fortune to hold the lucky number that won a large cake at Division Five party, but he also had the misfortune to drop the cake upside down on the sidewalk on the way to his car. Better use both hands after this, Andy.

J. E. Huntoon and E. Pierson are the new men on the wash rack. Glad to have you back with us, boys.

The partition has been removed between the store room and old locker room, enlarging the store room to about twice its former size.

H. Nelson has resigned to accept a job cleaning windows for the State.

E. L. Davis is the new Car Cleaner transferred here from Division One.

Frank Shapos loosened up and purchased a brand new Chevrolet.

A western store ran the following advertisement:

"Apples, oranges, imported nuts. Come early and avoid the rush. The early bird gets the worm."

—Boston Evening Transcript.



Sylvia Ray, daughter of Operator and Mrs. R. W. Buchanan (Virgil).



D. S. COBURN

The new Sunset Boulevard coaches are now in service and the men are enjoying working with this equipment. However, when the Conductors took over their driving tasks there were many of them who were limping about with sore legs for a few days.

Mr. F. C. Patton, General Manager, is on a trip East. He contemplates being home after a stay of about two weeks.

Carl Kuhlman is now working the Day Shift in the Cashier's Office and George Bouma, Operator from Wilshire Boulevard, has bid in the Night Shift. Operator R. A. Renstrom is breaking in to be our Relief Cashier.

Operator A. G. Seavey is proudly telling his friends about his new

home at 1516 Pepper Street, Burbank.

M. A. Martel is becoming quite noted around Virgil for his ability to pick the right horses and give tips, but the only trouble is that he picks them about a day late.

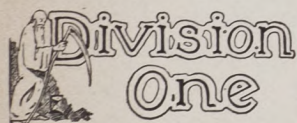
George Holden has been very studious lately, the reason being a book that he received for Christmas entitled "What Every Young Man Ought to Know."

J. J. Paul has just had a new Delco radio installed in his car.

Dewey Whitlow is now working in the Shop after many years servicing the coaches at Laurel Canyon. The change was made when the new coaches were placed in service on Sunset Boulevard.



Jack (3 years) and Teddy (5 years) sons of Operator and Mrs. J. C. Dayen (Virgil).



R. C. RUGGLES



Division One extends sympathy to Operator D. Rogers and Operator John Williams, whose mothers passed away during the month of December.

Conductor C. H. Coats left Los Angeles December 18 for El Paso to participate in the yearly rodeo and

stock show. Riders from Fort Bliss Army Post and Mexico took part in the bronco-busting contest and we are proud to say Conductor Coats took first prize in the saddle contest. He brought home a handsome trophy and first prize money. Mr. Coats handles the "Bull" very well around the Division but was unable to ride him bareback.

Conductor M. F. Hurst was called East on account of the serious illness of his mother. He has returned to work and reports his mother is improving in health.

A Special Event

Boy, oh Boy! What a party! And did everybody have a good time. What party am I talking about? Why, the big Christmas party at Division One on December 21.

There were about six hundred in attendance and everybody agreed it was a grand party, especially the children of whom there were about two hundred. Every one of them received a Christmas present right from the hands of "Old Santa Claus" himself (Fred Combs), and a Christmas stocking besides.

The entertainment was supplied by the Abbott School of Dancing which presented a Christmas Pageant in which about thirty children participated with tap dancing and singing. Then there was the Bell Family and Alverson in musical numbers on stringed instruments, and a little community singing of Christmas Carols in which all the children present outdid their elders. As the carols were being rendered old Santa Claus arrived.

It was quite a task to figure out a party as good as this one, and we think a vote of thanks is in order for the Entertainment Committee of the Transportation Union of California, Local 1, who staged it, and also to our ever-popular and congenial Superintendent Bodley, who did everything he possibly could to assist in making the party a success.

We almost forgot to mention the good brand of refreshments served to everyone by Mrs. Jack Williams, Chief in the kitchen, assisted by Mrs. William R. Fleck, Mrs. Robert Fleck, and Mrs. Walter Guthrie. Folks, we want to tell you, you should have tasted that coffee, chocolate, and cake. They were really something to write home about.

After the refreshments a Mickey Mouse comedy was shown for which we can thank Conductor Ray Williamson who brought his projector down for the occasion.

We were honored by the attendance of our Manager of Operations, Mr. Clinton E. Morgan, and our Superintendent of Transportation, Mr. L. L. Wimberly. The crowd was such that Mr. Morgan suggested we secure Ringling Brothers big top to accommodate attendance at the next party.



Billy, born on Valentine's Day, 9 1/2 months old son of Conductor and Mrs. T. D. Gennusa (Div. 1).

Afterward two cars with volunteer crews were donated by the Company to transport those who had no means of getting home.

We would like to take this opportunity to thank all who helped the committee and extend our appreciation to those who made the party possible.



16th Street Coach

CHARLES H. HARDY

Time, tides, and shake-ups wait for no man. J. C. Mulder found this out when he drifted in for a choice run at 1:00 p.m. when the shake-up was scheduled for 10:00 a.m.

L. D'A. Wood is so incensed over having to pay \$2.10 tax on his 1930 Buick that he has practically decided to leave for South America or parts unknown.

Our sympathies to Joe Dias who took in a counterfeit five the other day.

A hilariously intoxicated pair boarded a Beverly Coach on New Year's Eve piloted by H. Burley and offered him two clothespins for fares, saying: "These are good on any line."

H. M. Young will have to be strapped in the driver's seat until he learns to drive a type 39. He almost falls out of the seat reaching for a gear shift lever that isn't there.

The latest invention is by P. E. Snider—a flypaper scull cap for Al Brehm.

M. Sessions has been on sick leave with an infection of the right side of his jaw.

A lady boarded a Beverly coach piloted by C. W. Agard one afternoon and tried to put the fare into his changer. After being induced to put it in the box, she confided to the operator that her daughter had forgotten her pass and that she was taking it to her. She also told him that she could not deliver the pass that morning as she did not have any change. It finally dawned on her that she could have used the pass.

"Nip" Whitman, personality boy, threatens to have the Division in convulsions with his impersonations.

The feud is on. Al Reich is leading George Summers on Alvarado and claims it is just like taking a vacation after following George.

GARAGE

N. Leiser narrowly escaped serious injury when his car skidded on a wet highway during a holiday tour. The car was badly marred when it hit a guard rail which fortunately prevented it from going over the embankment.

T. Fletcher has practically decided to carry a ball bat as a weapon since he was attacked by three dogs the other evening a few blocks from the garage on his way to work. He managed to sneak in under the cover of the darkness minus the seat of his pants.

Mr. and Mrs. E. Webb moved into their new home recently. About 45 guests attended the house warming.

Ed Baker, Watchman, received a raise from Les Sparks—ten feet to be exact. Now his shanty is elevated enough to get a bird's-eye view of the entire back yard of the Garage.

H. Hinze and Ed. Lavenberg were injured while unloading new coaches at the freight dock. While knocking out the blocking, the floor of the box-car suddenly gave way under the weight of the jack letting the coach down on the men. Hinze received a broken collarbone and Lavenberg escaped with a badly bruised knee.

When Frank Claudino, all rosy with hope, rushed upstairs to the office to count the stars on his efficiency card he discovered that he was the victim of a practical joke. His pals had convinced him that a new system had been adopted and that a really good man rated five stars.

Dorothea Parker dressed up a fine young Christmas tree for the office but it failed to bear fruit.

When Sam Atkins confided to Joe McDonald that there is nothing he likes better than a fat young 'possum, Joe promised to get one for him. Sam reminded Joe the other day that the sweet potatoes and fixings were all ready, so Joe went out with his hound dogs and brought back Sam's favorite tidbit alive and biting. After Sam had shown the 'possum to his pals on the

washrack he became so uneasy at the envious looks and the smacking of lips that he finally took his prize across the street for safekeeping during the remainder of the day.

Bud Taylor likes his fancy new garters so well that he wears them with or without socks.

The Garage is the scene of great activity since the arrival of the new Type 39 coaches equipped with automatic gear shifts. The Wilshire operators are rapidly breaking in on this new equipment which requires a different manipulation than that to which they have been accustomed.

When the Stork flapped its wings over the Wilson home, Bill expected a future Trojan quarterback. A sweet little girl made her appearance instead and so far she has not even practiced for the rooting section. We thank you for all those fine cigars, Bill.

We welcome these new men to the Garage: E. P. Tremain from South Park and J. L. Carmichael from Division Five.



Division Three

L. VOLNER

During the latter part of December the men were greatly surprised when they saw in the bulletin case a notice stating that, effective January 1, Mr. George E. Ferguson, our Superintendent would be assigned to duties in the General Offices and that Mr. Daniel Healy would be our new Superintendent. Mr. Ferguson was very popular with all the men, and they wish him the best of everything in his new position. Mr. Healy is known to most of our men, as for years he has been our Chief Instructor. We welcome him to our Division and all will try their best to handle their jobs in the way they have been instructed.

Another change around this Division: Mr. Harry Tuttle, who has been

on the sick list for some time, is no longer with the Car Barn Cafe. A new manager (we have not learned his name) will be in charge. Mr. Tuttle says he has not decided yet just what he will do. Whatever it is we wish him the best of luck.

One of our early runs from the Highland Park district picks up quite a number of trainmen who are on their way to the Division to begin their day's work. On a recent cold morning Motorman F. O. Hebert was on the car, not up in the front with the rest of the bunch, but riding in the center section. At Avenue 28 and Figueroa all the men who were on the front end got off to go over to the car house, but Motorman Hebert, busily engaged in conversation, had not as yet noticed just where he was. After passing Avenue 26 he went to the rear of car and glanced out the door. The Conductor asked him where he was going so early in the morning. Mr. Hebert replied, "You'd be surprised," again looking out, but more observingly than before. The Conductor said, "I'll bet you'd be surprised"—satisfied that Hebert had gone by his stop. Mr. Hebert alighted at San Fernando Road, catching a car back to the barn.

Conductor H. D. Grush has returned to duty after a vacation spent in his old home in Nebraska.

In the streetcar game, as in others, it is always well to know your man. Several days ago Motorman M. L. Hersom was to be relieved. Quite a few trainmen boarded the front end of his car at the relief point. Mr. Hersom, thinking that one of them was the man to operate his car, left same and caught a "W" car to town. None of the men, however, was the one assigned to Mr. Hersom's run and the Conductor had to get busy on the telephone to get a Motorman to help him out.

There are many things that cause missouts, but what do you think of a man being at the barn in plenty of time, in fact, more than thirty minutes, and then failing to call

for his run? Such was the case recently of Operator D. S. Samuels. In standing around visiting with the boys he had looked at his watch wrong.

The men of Division Three extend their heartfelt sympathy to Mrs. W. A. Stebbins in her recent bereavement.



Naomi Ruth, 21 months old daughter of Conductor (Division 3) and Mrs. C. C. Dalzell.



H. I. SCHAUBERT

Sam Mouser paid a visit to the Yard the other day. Sam now operates a lunchstand up in the mountains near Springvale and looks fine. He wishes to be remembered to all of his old friends.

Jake Zuber made his usual Christmas pilgrimage to the Yard and passed out the cigars. Jake is well and reports having a swell deer hunting trip last season.

Bill Gains, of the Southwest Switch Repair Patrol, got his (and his man) the other night. Clint Coxhead, of the Dispatcher's office, asked Bill to investigate the promiscuous use of an

air gun at Vernon and Hooper. While leaning over and peering from behind a pole, in an effort to locate the culprit Bill suddenly found out that the miscreant was behind him. Bill insists (while standing up) that offering a target proved more effective in locating the blankety-blank sniper than hours of peeping.

The sympathy of the Track Department is extended to the family of the late Robert Barrett.



C. J. KNITTLE

There was one thing we all could rave about in January of this year and that was the unbroken spell of summer weather.

It may seem strange that such favorable conditions can raise havoc with a Division Scribe, but it surely does and here's how:

No matter how warm is the sunshine or how beautiful the sunsets, people do not go on vacations in January. If they did it would rain. So the Division Four boys stayed home.

Marriages are seldom planned for January because the springtime and flowers make a better background. There were no marriages.

Sometimes a heavy January sick list gives the Scribe something to rave about. But not this time. The weather was too nice. Our sick list was the smallest in years.

Hysterically, the Scribe searched the January reports in the hope that there may have been a no-accident day or a no-missout day. But don't get excited, friends. We have not reached such a state of perfection.

Then the Scribe suddenly observed that the trainmen's mail receptacle was filled with small white letters

addressed with ink. Ah! Was someone going to throw a party? That would be news. Was one of the invitations addressed to the Scribe? Sure enough! Then rip went the envelope and out came the card. *Moving—Trucking and General Hauling*. . . (Signed) Motorman L. Clark, Division 4. Curses!

Here are a few fill-ins that may interest you:

Wedding bells will ring for Clerk Steve Cooper in May. We understand, however, that since Steve put over such a remarkable show and dance for Division Four on January 8, offers have been coming in from theatrical producers all over the State and we can only hope that Stevie-boy won't be spirited away.

We will never attempt to compete with the Division One boys when it comes to telling fish stories, but in a contest for the most amazing street-car story we would be tempted to bring up this one involving Supervisor "Red" Craig and how he turned a car back without using a cross-over.

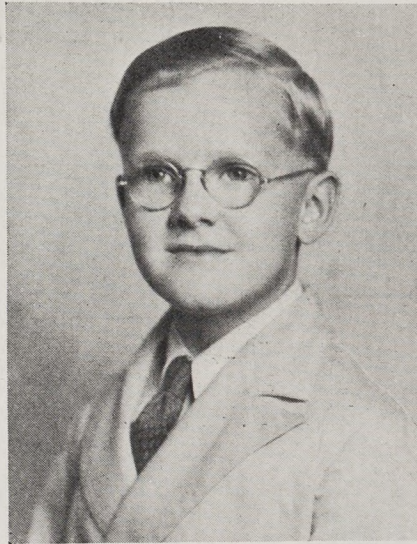
The car was a Birney operating on the "2" Line and was galloping up Avenue 26 when a heavy truck swerved out of Workman Street and knocked the Birney off the track. By the time Supervisor Craig reached the scene to assist in replacing the car on the track, many minutes had elapsed and the car would soon be due to pass that point traveling in the opposite direction. So instead of replacing the car to the northbound track, Supervisor Craig had it removed to the southbound rails and the car departed for town on its scheduled time.

Trafficman C. J. Peterson, who assists in loading the Streamliners at Pico and Rimpau, almost swooned one day recently when a woman, boarding with six children (all her own), attempted to convince him that they were all under five years of age.

Motorman T. T. Grady returned January 25 from a fifteen days leave during which he visited relatives in Texas.

Conductor R. F. Howard returned January 28 from the desert where he spent thirty days improving his health.

Only two accidents were recorded at Division Four on January 4. Wouldn't it be swell if we could chalk up a day, now and then, with no accidents at all?



Glynn Dale Vaughn, son of Conductor and Mrs. W. M. Vaughn of Division 4. Age 11—and a talented guitarist.



F. ARLEIGH FRAZIER

I. Mendoza wishes to thank A. Ayala, A. H. Lohr and Roy Diaz for the beautiful Christmas present they so generously gave him. He says he sure needed it.

Joe Spearing, J. Bakesef and Bill Taylor were out at the Christmas Day races at Santa Anita. J. Bakesef was head tipster, and the other two fellows got the tip crossed. Joe Spearing bet on a horse he thought was Bakesef's and lost \$40. Bakesef placed his money and won \$11.00, and Bill Taylor placed his money on what he thought was Bakesef's horse, and when the race was over he discovered he had placed his money on another

horse than Bakesef's and that he had won \$101.00.

W. A. Maitland has returned to work after two months spent in the hospital and wishes to thank all of the Los Angeles Railway employees for their visits and nice flowers.

Warren Brown says he wants to sell his Auburn and that he gets 14 miles to the gallon, but D. D. Rives and Ernie King, who ride with him every day say that he buys 25 gallons per week and that he lives 22 miles from the Shops. He makes five round trips per week. Now, is it any wonder he hasn't sold the Auburn yet?

W. W. Huskey came to work Monday after Christmas with his head all bandaged up and said he caught his foot in the pants leg and fell out the window. Most men would just crawl into bed without attempting to take off their trousers when in that condition.

E. Boswell took in the Peace Officers Barbecue and was having a grand time laughing at the fellow across from him who was having his pockets filled with onions, salt and pepper shakers, etc. When the man went to leave one of the officers told him he would arrest him if he left with all those things in his pockets. Someone asked him if he was taking a free meal home to the wife.

Mr. L. N. Mathis is in the market for a house trailer. Something to change clothes, eat and wash in, as he hasn't enough room in the "T" Ford. He figures he can't beat G. Lambert to Manchester and Avalon if he has to change clothes upstairs in the new washroom.

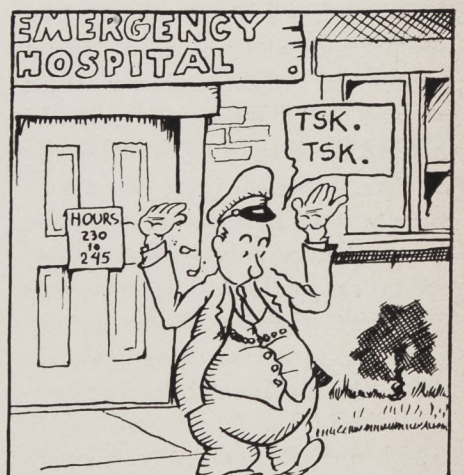
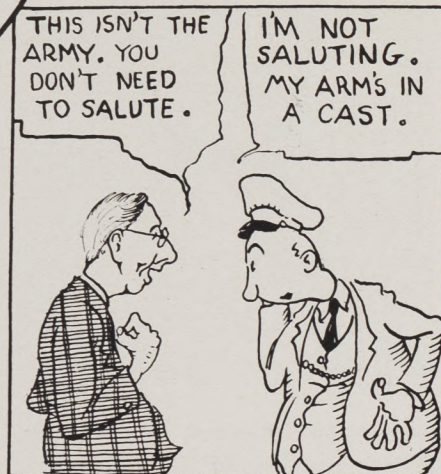
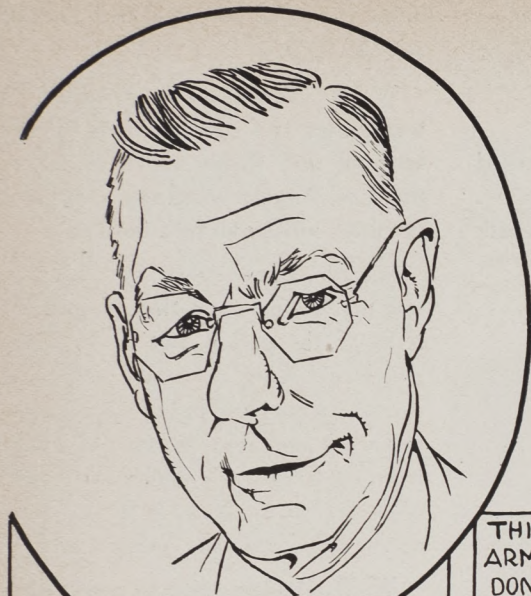
Trent Wells and Tom Nolan are becoming musical and you will probably hear a few squeaks on Major Bowes' program soon.

Bob Hartman of the Machine Shop is bowling on his father's team, the Hartman Plumbers, at the Manchester and Broadway Alley.

Griff says he wishes they would install an escalator in place of the stairs to the new locker room in the winding

OGLETHORPE VISITS DIVISION THREE'S NEW SUPERINTENDENT

Guy Gifford, Div. 1.



room, as he can't come down the stairs without falling.

Tom Tripney has his radio so equipped that when "Calling All Cars" or "Gang Busters" comes on the air it will automatically shut off.

Frank Ross is off sick and A. F. Robey has everything under complete control while Frank is away.

Ed Bremm's wife was startled by a

large rat Christmas morning, and called Ed, who came into the kitchen to see what the trouble was. He went next door and borrowed their cat and the rat chased the cat out the front door. Then Ed got a broom to kill the rat and the rat almost chased him out before he finally killed it. Then he wondered if he had imbibed too heavily of Christmas spirits and was just seeing things.

Ed Miller, of the Superintendent's Office, should not take the Christmas present he received too seriously.

We extend the sympathies of the boys in the Shops to H. E. Gasink and Mr. Guthrie whose wives passed away during the month of January.

We also extend our sympathy to Jack Bladel whose mother just passed away.



Kay Joan, 6½, and Dana Lou, 4, daughters of Substation Operator E. D. Tharp.



ELECTRICAL



WALTER WHITESIDE

L. B. Yeager is usually a man of few words, but he sure had to use his full vocabulary the other day to talk a cop out of giving him a ticket. Of course Lloyd only turned around in the middle of the block in front of the Police Station in the town of Vernon.

It is getting to be an annual occurrence for Bill Christmas of Division 1 to call Jerry Coxe on Christmas Day and say, "This is Christmas at Division 1"—whereupon Jerry informs him that it is Christmas at 16th Street.

Duke Cochran is as peppy as ever after being off duty a week due to illness.

When James Rose goes on a celebrating spree, he believes in doing things right. During the course of a week he celebrated Christmas, New Years, his birthday, and also made a trek to the altar.

Gifts were plentiful at the annual Christmas Party. Dick Payne received a love pressure indicator, which exploded the minute he touched

it, and Gene Laycox received the only useful gift of the day.

Sammy Van Den Burg wrecked his new Ford trying to avoid hitting a dog.

The boys of the Electrical Construction Department are wondering what the reason can be that R. Walton is bringing bouquets of posies to Bill Lane.



Division Five

FRED MASON

There is an old adage that reads, "No news is good news," but here is news that is better news. On Tuesday, December 28, 1937, on Lines "U" and "V" our two largest lines, no accidents were recorded. That is quite an accomplishment and to the boys working on those two lines on that day we doff our hats. Then, on January 11, the boys on Line "U" repeated, which puts them one up on the "V" line boys. How about getting together and making some of those "No Accident" days we used to have?

Of course, accidents will happen and Conductor Myron Taylor will bear that statement out. He knows all about them and this is how they happen to him. He drove to work one morning and parked his car just outside the barn; had just gotten nicely parked when he espied one of the boys to whom he wanted to relate something hot, right off the press. He scrambled out of his car, slammed the door, hailed his man, and together they went into the barn. After his little talk, Myron had occasion to go to his locker, and, to use his own words, "That's what burns an old timer up." He did not have the key. He then rushed wildly out to his car and there was the key dangling with the rest of his keys on his ignition switch, with the motor running and the doors of the car locked. Two or three of the

boys then gathered around and offered suggestions, just as they will, you know, when one of them mentioned the fact that the fire hydrant was kind of close and suggested hitching the car up to the fire hydrant. Then Myron noticed that he had parked about five feet from the hydrant, and there's where an old-timer really did get burned up. Just then an "8" car came along, and living about ten blocks west of the barn, Myron hops on the "8" car to go home and get his duplicate keys, and then discovered that he had left his pass at home. Result—one token. Then when he got home it took him quite some time to raise the folks, it being early morning, and with the fire hydrant and motor running being uppermost in his mind, he really got hot. Anyhow, he got back in time to take care of his car, get his equipment out of his locker and pull his run out. All he missed was his coffee and doughnuts. Believe it or not, that was the day we had no accidents on the "V" line, which is right down Myron's alley.

We all join in congratulating Motorman and Mrs. W. Buss upon the



Miss Bernice Laird, 17—daughter of Motorman and Mrs. J. C. Laird (Div. 5) and niece of Guy Campbell in Schedule Department.

occasion of the arrival of the first baby born in Los Angeles on Christmas Day. Christmas Day was just ten seconds old when Mrs. Buss presented Mr. Buss with a baby girl. Congratulations, and we all know that Santa Claus will always be good to you.

Not to be outdone, Conductor D.W. and Mrs. Ryan started the New Year with a baby girl. Congratulations to you, too, Mr. and Mrs. Ryan.

The basketball fans want to know what happened to Conductor "Pete" Pedersen the night our team was playing the Shops. It appears as though he took a seat in the wrong court watching Vernon Yards play Division Three when one of the boys went to him and told him that we had lost—42 to 15.

Motorman H. C. Torry has taken off three weeks to take a trip back to Shreveport, Louisiana.

Conductor F. M. Ludwig has taken sixty days off to rest up at home.

WORLD'S FAIR CONTEST

Entries for the naming of the 40-acre fun zone of the 1939 World's Fair on San Francisco Bay are piling up at contest headquarters at the rate of 7,500 a day.

An unusually large number of entries is being received from the Los Angeles territory. This is occasioned by the card display of the contest now being carried on all Los Angeles Railway Company streetcars, exposition officials stated.

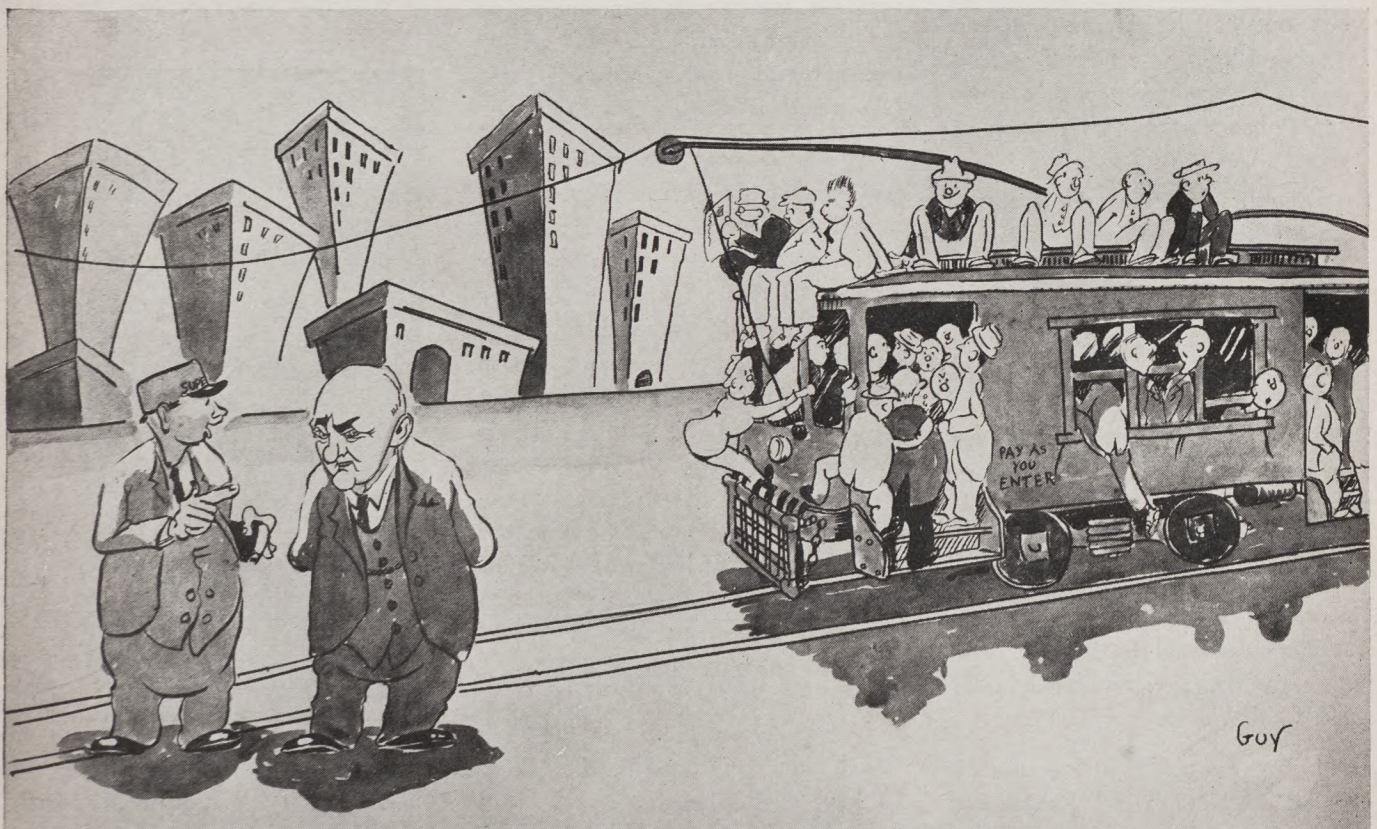
"So far the Contest Committee has received approximately 70,000 suggested names from all parts of the country and abroad," said Superior Judge C. H. Goodell, committee chairman. "This number has come in since the contest started January 3. We expect to find ourselves in the middle of a deluge before closing day, February 18."

One thousand dollars in cash is offered by the Exposition for the best

name. Submit as many as you like to the 1939 World's Fair Contest Committee, Treasure Island, San Francisco Bay, but be sure each entry is on a separate piece of paper or entry blank with your name and address.

Make them short and snappy—not more than three worlds long—and let it be something to reflect action, thrills, life, color, fun, laughter, the carefree and the spectacular.

Visitors to the 40-acre amusement area in 1939 will be entertained in varied ways. They will be hurtled hundreds of feet through the air at breath-taking speeds, they will be carried to dizzy heights to view Treasure Island far below and the skylines and Golden Gate in the distance, they will see Oriental shows, penetrate the mysteries of prehistoric life, drink pop, eat ice cream, munch hot dogs and otherwise refresh themselves in a unique and congenial setting.



"That's not a slow crew, Mr. Warren, just popular!"

Guy Gifford, Div. 1.

L A U G H S

A dinner guest in a Virginia home was telling his host how to prepare ham that would be even better than the famous Virginia ham.

Guest: "Place the ham in a deep pan and the first day soak it in a bottle of rye whiskey and let it cook a while. The second day add a bottle of Jamaica rum, and the third day a bottle of port wine and the fourth day a bottle of Bourbon."

Host (turning to the colored cook): "What do you think of that?"

Negro Cook: "Ah don't know 'bout de ham, but it sho' sounds like mghty fine gravy."

★ ★ ★

A salesman, taking his bride South on their honeymoon, visited a hotel where they boasted of their fine honey.

"George," he asked the colored waiter, "where's my honey?"

"Ah don't know, boss," replied George, eyeing the lady cautiously. "She don' work here no mo'."

★ ★ ★

"Sorry to keep you waiting old man, but I've been setting a trap for my wife."

"Good heavens! What do you suspect?"

"A mouse in the pantry."

★ ★ ★

Conductor: "Did you get home all right last night, sir?"

Passenger: "Of course, why do you ask?"

Conductor: "Well, when you got up and gave the lady your seat last night, you were the only two in the car."

New Typist (following rapid-fire dictation): "Now, Mr. Jones, what did you say between 'Dear Sir' and 'Sincerely yours'?"

★ ★ ★

"Ah, Watson, I see you still have on your winter underwear."

"Marvelous, Sherlock! How did you ever deduce that?"

"Elementary, my dear Watson. You've forgotten to put on your trousers!"

★ ★ ★

So you lost your job in the city because the weather didn't agree with you. What did the climate have to do with it?"

"Well, you see, I was the weather forecaster."

★ ★ ★

"Doctor, my husband is troubled with a buzzing noise in his ears."

"Better have him go to the seashore for a month."

"But he can't get away."

"Then you go."

—Boston Transcript.

★ ★ ★

Wife (finding husband drunk): "John! This is the last straw!"

Husband: "Thash alright, m'dear; I never use 'em. Just give me the bottle."

★ ★ ★

Judge (to couple): "Caught on a park bench, eh? What are your names?"

He: "Ben Petten."

She: "Anne Howe."

★ ★ ★

"I got up at dawn yesterday to see the sun rise."

"You couldn't have chosen a better time."

"Why does a red-headed girl always marry a quiet guy?"

"She doesn't. He just gets like that."

★ ★ ★

Visitor in County Jail: "What terrible crime has he committed?"

Warden: "He didn't commit any crime. He saw a man shoot another, and is held as a material witness."

Visitor: "Where is the man who committed the murder?"

Warden: "He's out on bail."

★ ★ ★

Young Woman to fresh drug clerk: "Have you any Life Buoy?"

Clerk: "Set the pace girlie—set the pace."

★ ★ ★

The Girl (coyly): "Did I ever show you where I was tattooed?"

The Boy (expectantly): "No."

The Girl: "Well, we can drive around that way."

★ ★ ★

City Chap: "Guess there's a lot of big men born in this town."

Country Jake: "Nope, jest babies."

—The Kablegram.

★ ★ ★

When men wore long beards, a wife allowed her husband to play poker twice a month while she had a party of lady friends. The husband came home one night while all were there, his whiskers loaded with tobacco juice.

Wife: "Dear me, John, couldn't you turn your head to spit?"

Husband: "No, not in that game."

★ ★ ★

"If a goat swallowed a rabbit, what would be the result?"

"A hare in the butter."



LEFT:
ASSISTANT
FOREMAN
FRANK DURON

PHOTO BY
HOWARD L.
JONES