



TWO BELLS

DIVISION SCRIBES

R. C. RUGGLES, L. VOLNER, C. J. KNITTLE, FRED MASON, CHARLES H. HARDY, F. ARLEIGH FRAZIER, D. S. COBURN, F. F. ROBEY, L. F. SPARKS, WALTER WHITESIDE.

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

FRANK C. LYDIARD, Editor

Staff Photographer
HOWARD L. JONES

Staff Artist
GUY GIFFORD

Address all communications to editorial offices, 1060 S. Broadway, Los Angeles, Calif. Phone: PR. 7211, Station 295 and 296.

VOLUME 19

NOVEMBER-DECEMBER, 1938

NUMBER 11

DOUBLE PUNCHES

Delivered by Mueller



Some years ago an English law required motorists to obey a speed limit of 3.1 miles per hour and it was also mandatory that a man with a red flag walk in front of the car to warn other vehicles of approaching danger.

One of the most grueling automobile races ever run was the one from New York to Paris held in 1908. One American, one German, one Italian and three French cars entered the race which took the route New York Chicago-San Francisco-Seattle, then by boat to Tokio, over Siberia to Paris. The Americans won in a 60 H.P. 4-cylinder Thomas "Speedway Flyer". They covered the 13,341 land miles in 170 days. They bumped along railroad tracks (roads were bad or non-existent) drove through railroad tunnels, were harrassed by wolves and bandits. The Italian entry

mistook the road and fell in the Erie Canal. In China they used 40 coolies to pull them up hill and as a brake going down hill. But they got there!

The horse-drawn sightseeing buses which plowed the streets of Berlin during the middle of the last century would not start unless they had a full load. Still famous is the drivers' invitation to passersby: "How about a little ride? We are short only one lousy passenger!"

From Bavaria comes news that a man tried to save himself some money by building his own garage. After he had finished the job he found that the ceiling was just a few inches too low to move his car into it. In order to make use of his handiwork this gentleman is now deflating all four tires whenever he puts his car in the garage.

The first automobile race was run from Paris to Rouen in 1894 and was won by a French car with a Daimler motor which attained an average speed of—12.73 m.p.h.!

During the harsh winter the traffic cops in Bucharest, Roumania, are lodged in heated glass houses from which they direct traffic.



In This Issue

COVER DESIGN
By Guy Gifford

President's Christmas Message	3
Traveling in Paris	4
By H. W. Mueller	
Credit Union Grows	5
LARY Golf Group Formed	6
By Johnnie Dunson	
New Books in Library	6
Taking a Look at a Competitive Business	7
Division 5 Showboat Docks	9
By Fred Mason	
"Phantom Trio"	11
By C. J. Knittle	
Clubs	12
Basketball	15
Tuning In With Scribes	16
"Streamlined Band" Party Reviewed	20
1939 Is Coming Up	22
Bells and Yells	23
Basketball Schedule	24



Greetings

A **GAIN** I have the pleasant opportunity to extend a warm greeting to each and every one of our Los Angeles Railway group. At this Yuletide Season it gives me real pleasure to express my appreciation of your capable services; for your faithful, good work; for your loyalty and intelligent interest this past year. It is my belief that other years as progressive are ahead of us.

A Happy and Merry Christmas to you all, and my genuine best wishes for a satisfying New Year.

Lucius D. Stone



Coach Transportation—

Paris style.

Parisians banned former

double-deckers,

deeming them

“risky”.



TRAVELING IN PARIS

IN the Seine valley in France lies one of the oldest capitals of the world, a city whose name alone suggests glamor and the best of old world culture—Paris. Caesar and his legions camped at its present site and called it Lutetia Parisiorum. Today Paris covers 20,000 acres and contains 5,000,000 inhabitants, placing it among the large centers of population of the world. Until 1919 Paris was the only modern city completely enclosed by walls and fortifications but after the world war it was realized that even the strongest fortifications give little protection in a modern war and the walls were therefore razed. This had an important bearing upon living conditions of the population because the over-crowded city began to spread out. With the assurance of sufficiently cheap and comfortable transportation the population moved into the different suburbs.

There are three primary methods of intra-city transportation. There is the Chemin de Fer de Petite Ceinture, a railroad which describes a

**Intra-City Transportation
accomplished by means of
Railroad, Underground,
and Coaches**

**By
H. W. MUELLER**

circle around Paris along the line of the old fortifications. Then there is the “Metro”, the subway, a most popular and economical method of travel with the Parisians. The first section of the Metro was completed in 1900 and ran from Ponte de Vincenne to Ponte Maillot. Stations are placed every quarter of a mile and the commercial speed is 12½ m.p.h. But a great part of the city’s traffic is borne by a coach company which bears the imposing title of Societe des Transports en Commun de la Region Parisienne, abbreviated as

S.T.C.R.P. This company was formed about 81 years ago under the name of General Omnibus Company. Today the S.T.C.R.P. operates about 3200 coaches over a route mileage of 1091 miles. In 1935 these coaches carried 953,387,981 passengers to their destinations. 15 per cent of this number were workers who rode on reduced fares which apply until 9 a.m. The coaches are powered with a four-cylinder engine, developing 70 H.P. at 1440 r.p.m. They have 4 speeds and reverse. They are 32 feet long, 7 ft., 8 in. wide and weigh 7¼ tons. At present they are carrying 50 passengers. When the company some time ago proposed to build 60 passenger cars they met with stiff opposition from the employes. They felt that this increase in carrying capacity without adequate compensation was against their interests and since the Labor Charter gives the French employes a loud voice in the management, the scheme was dropped. Another vehicle that the S.T.C.R.P. could not keep on the streets of Paris was the double-deck coach. Parisians

thought them risky and conductors complained that they complicated their work. It was also found that they reduced commercial speed because it took passengers a longer time to embark and disembark.

A special problem in French motor transportation is the fuel question. Before the war benzol was used for this purpose but the coaches of today are driven by a mixture of gasoline, benzol, and alcohol. The compression for this mixture is respectively 6.4, 7.2, 7.5. This mixture used 0.836 to 0.862 pints per kilometer.

ELECTRICITY COST HIGH

In 1929 there were still 647 miles of trolleys but today they have all but disappeared. One reason for this was their breaking deficiency which reduced their commercial speed to 12½ m.p.h. while motor coaches average 28 m.p.h. At present the company is experimenting with trolley buses in order to make use of the over-head equipment that is present. These experiments have been very satisfactory but the cost of electricity is at present still so high (double that of London) that the coaches are also equipped with a gasoline motor that they may run on either motive power.

REVENUE ACCOUNTING COMPLEX

The real owner of the S.T.C.R.P. is the Department of the Seine which corresponds to our county government. The initiative of the management is limited to making suggestions and proposals upon which the council acts. Equipment and materials are bought by the Department within the limits of its budget and the management receives 75 per cent of the gross receipts under 250 million Francs. The company also receives 4 per cent of the difference between gross receipts and 65 per cent of the sum of operating and financial expenses. The company had also been under the obligation to reduce

by 1935 the operating expenses by 75 million Francs as compared with 1930 through methods of economy and substantial improvements. As usual with municipal ownership politics plays a large role in the management of affairs and political pressure often forces the company to run coaches over unprofitable lines.

The Parisian fare system is quite simple: The city is divided into three sections and the conductor gives out one ticket for each section touched plus an additional one. If one travels in one section only, one gets two tickets; in two, three; in all three sections four tickets. Each ticket costs 60 centimes but one can buy a booklet of 20 tickets for 9 Francs and save 30 per cent. These fares cannot compete with the Metro where the fare for the whole system is 1.10 Francs. Both coaches and subway have first and second class. Fifteen years ago 14 per cent of all subway passengers rode first class, today the percentage has dropped to six. The low Metro fares make it understandable why this system leads the world in number of passengers per mile of track.

ACCIDENTS REDUCED

The traffic of Paris is little hampered by traffic regulations and such traffic centers as the Place de la Concorde and the Place St. Michel are so filled with swiftly moving vehicles that few pedestrians care to take a chance of getting killed by crossing. The taxicabs of Paris are known for their devil-may-care driving habits and once inside the cab the passenger is hopelessly in the clutches of the slouching chauffeur with the pointed mustache. The accidents of the S.T.C.R.P. were appallingly high until in 1921 a study of tests devised by J. M. Lahy led to the creation of the psycho-technical laboratory where prospective drivers are tested by means of a number of ingenious machines. The applicants' attention, reaction time, motor suggestibility,

emotionalism, immediate memory, perception of speed and so forth are tested and carefully recorded. While these tests are not infallible they have shown good results. Accidents per 100,000 kilometers fell from 8.85 in 1929 to 1.14 in 1934. Accidents decreased 86 per cent while number of coaches increased 77 per cent and speed was accelerated by 44.5 per cent. For the company this represented an annual saving of 1,300,000 francs.

From the foregoing it will be seen that the position of the S.T.C.R.P. is not an easy one. Between the upper millstone of the Department of Seine and the lower of powerful labor groups the company is placed in the difficult position of earning profits while pleasing two factions with opposite objectives. So far however they have managed to fulfill the terms of the charter and will probably continue to do so.

CREDIT UNION GROWS

The LARY M & E Federal Credit Union No. 2770 continues to grow and the increase in business is gratifying. The books on December 1st showed that 54 new members joined the organization during November making a total of 372 who have paid in a sum of \$8184.63 in shares. Many are taking advantage of cash bargains made possible by low interest loans from this Credit Union. In the past month 29 new loans were made amounting to \$1969.00. The amount repaid on loans during this same period was \$1175.70. On December 1st there were 120 loans in force. That the Credit Union encourages thrift is proven by the fact that \$2514.28 was paid in on shares during the past month. The credit examiner who examined the books recently declared that the accounts were in perfect shape. Anyone eligible wishing to join the Credit Union is asked to contact a Committeeman who will be glad to furnish any information desired.

LARY GOLF GROUP FORMED

By JOHNNIE DUNSON

Our initial effort was the playing of the first semi-annual LARY championship with a beautiful perpetual trophy donated by Mr. Storrs and several smaller trophies as the lure.

A hot and snappy contest ensued with Johnnie Dunson (am I blushing) just emerging by an eyelash to capture 1st low gross with a 168 total. T. G. Duvall and C. H. Conrad tied for 2nd low with 171 totals.

In the low net division, Duvall, Tex Ritter and Jess Yarbrough tied for 1st with 139 totals. In the play-off Yarbrough garnered 1st with Duvall & Ritter following in that order.

RANDOM SHOTS

When Jerry Rich gets in the rough and takes 5 or 6 strokes, why does he always holler "Snake"?

Also if Charlie Conrad had been eating spinach before scoring an Eagle "3" on that long 5 par hole.

Why can Henry Miller always reach those long holes in two—only to take four & five more strokes with his putter before holing out?

Can Tobin or Glad MacDonald tell us which end of the turkey either one chose after tying for 1st in our Blind-Bogy event?

We wonder what Frank Lydiard did with all the money he won in the pool, for scoring a deuce at Brookside?

P. S. Dust off your putters boys and prepare to take away that swell "Goldtone" trophy so generously donated by Dick Lang of Pan Pacific date: Jan. 14, at Sunset Fields.

Also, you boys who are interested in joining the fun of approximately forty die hard golf addicts—please contact Eric Kenway, Station 266.

"John, I'm sure I heard a mouse squeak!"

"Well, do you want me to get up an' oil it?"

NEW BOOKS IN THE LIBRARY

Now available in the Library are Volumes 1 and 2 of Edwin L. Lewis' "STREET RAILWAY DEVELOPMENT IN LOS ANGELES AND ENVIRONS". The second volume, only recently completed, covers the background and activities of the company from 1895 to 1938 and supplements the earlier volume which deals with the period from 1873 to 1895.

To all who are interested in authoritative data not only on the progress of local transportation from the early days, but sidelights on the growth of Los Angeles from a community of a few thousand people to one of the largest cities in the country, Mr. Lewis' work offers invaluable aid.

REGULATION

Public Utility Regulation. Wilson, Herring & Eutsler. 1938. Historical development of regulation, emergence of state public utility commission, and the expanding role of the Federal government in control of public industries.

VALUATION

Engineering Valuation. Marston & Agg. 1938. Basic principles underlying valuation of industrial properties. Includes synopsis of U. S. Supreme Court decisions affecting valuation.

STATISTICS

Statistical Abstract of the United States. 1937. Statistics showing trends in trade, industry, and social progress.

CIVIL ENGINEERING

Transactions. American Society of Civil Engineering. 1938.

P. C. C. CARS

P.C.C. Car Instruction Book for 1938.

PHYSICS

Practical Mechanics of Motion. Mangold. With a working knowledge of algebra, geometry, and trigo-

nometry the student will have no trouble with this explanation of mechanics of motion.

SHOP WORK

Oxyacetylene Welding. Potter. 1939.

Well illustrated articles on welding for operator, superintendent, and manager.

Carpentry. Townsend. 1938. A practical treatise on simple building construction, including framing, roof construction, general carpentry work, and working drawings.

Sheet Metal Work. Neubecker. 1938.

A manual of practical self-instruction in pattern drafting and construction work in light and heavy gauge metal.

PUBLIC SPEAKING

Public Speaking For Everybody. Mears. 1937.

NEW MAGAZINES

American City

Traffic Items

The Bridge

(Credit Union Magazine)

Traffic Engineering

Canadian Transportation

Two knights of the road were walking along the railway track when one of them picked up a bottle of whisky.

After taking a drink from it he handed the bottle to his companion, who quickly followed his example, and before long they succeeded in emptying it.

After a while Bill puffed out his chest.

"You know, Jim," he said, "tomorrow I'm going to buy up all the roads in the country, all the cars, and all the steamships. I'm going to buy everything. Now what d'yer think about that?"

Jim looked at him rather disparagingly.

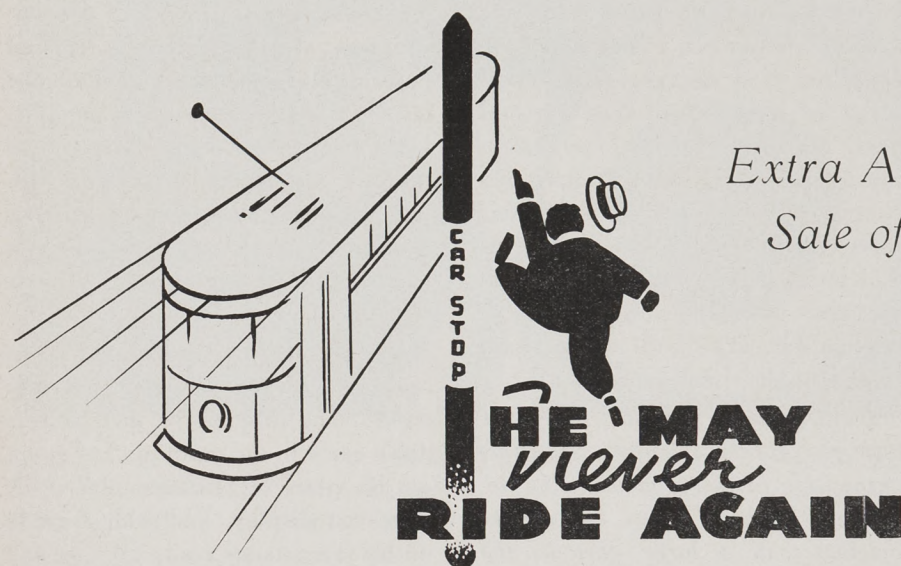
"Impossible; you can't do it," he replied.

"And why not?" asked Bill, rather taken back.

"'Cos I won't sell," came from Jim.

THERE are just two ways we can put money in the till—by curtailing the outgo and by increasing the income. Assuming that every department and every employe is doing his or her bit to watch expenses and operate with the utmost economy and, since money in the fare box is our only source of income, let us consider ways and means of increasing revenue by selling more street car and bus rides.

TAKING A LOOK AT A COMPETITIVE BUSINESS



Extra Alertness Demanded in Sale of Perishable Products

The following editorial, taken from THE RAILWAYAN, a monthly magazine published for its employes by the Kansas City Public Service Company, is, we feel, particularly constructive and may well apply to nearly all street railways. We are indebted to THE RAILWAYAN for permission to reproduce the article (with certain changes which make it applicable to this company), together with the accompanying drawings. Editor's Note.

Just a little simple arithmetic will expose some rather startling facts. For example, let's consider a steady street car patron who uses the weekly pass. He spends \$1.00 with us each week for a pass. In a year he pays us \$52.00 for transportation. Now, let's pretend that each employe on the property—some 4500 in all—should make it his business to go out and sell just ONE person on the advantages of using our service instead of driving his car to and from work. This would result in a combined increase in revenue of \$234,000 a year. Now, of course, this would not be all profit, since normal operating expenses would figure in the picture, but it most certainly would be that much increase in our total gross receipts, and obviously a vast advantage to every employe on the property, regardless of his position.

We must remember that our business is probably the most perishable

business going. Street car and bus rides are even more perishable than fresh vegetables. If a huckster, grocer or merchant invests a sum of money in fresh vegetables and they remain unsold on his stands any length of time, they are subject to spoilage and eventually must be thrown away as unfit for sale. He does, however, have the opportunity to sell out at deep cut prices just before the spoilage period takes place. With us, *once we run a street car down the street without picking up passengers, the opportunity to fill those seats and collect those fares is gone forever. Every time we pass a given point, a regular car or bus stop, without picking up a passenger, that particular ride can never be offered for sale again!* Remember, the operating expenses went on all the time, power was consumed, gasoline and oil used and operator's time and other overhead went on just the same.

Now, consider the scene in a chain drug store, grocery store or other place of business. You go in to buy toothpaste and they offer you shaving cream, razor blades, a "special" on flashlights, gloves, stockings and what-have-you. They push every possible sale, even items that are 10c or two for a nickel. That's the way a merchant attempts to meet depression and competition.

Isn't our business just as competitive as any? We have to compete with automobiles, cut-rate taxicabs and the friendly fellow who picks up passengers. As we operate our cars and buses up and down the streets, *let's be on the alert for the passenger waiting at car and bus*

stops. They may be standing a little way from the car or bus stop sign, seeking shelter from a shower or the sun's rays. It will pay to watch for these customers — some may have started out to try our service for the first time. Let's suppose John Jones has been considering using street cars for a long time. Let's suppose he is standing near a car stop, but back just a little in the doorway to keep out of the hot sun. Along comes his car and the operator, seeing no passengers actually in the zone, breezes by. Mr. Jones comes to his senses, sees the car passing by and rushes out waving frantically, but the operator is punching transfers and does not see Mr. Jones. Irritated, provoked and definitely upset, *Mr. Jones may never ride again.* Maybe he might have become a steady customer—a source of regular revenue on our books.

NEW PROSPECTS

Here's another angle which may or may not have occurred to some operators and may even seem exaggerated but, *it can happen here!* Let's assume that it's a permanent condition. From various sources of information we understand that hundreds of families move into Los Angeles each year. Multiply this by 4 for the average number of individuals in each family, and we find many new prospective street car riders. If you have ever been in a strange city you'll know how difficult it is to find your way around, in spite of the fact you may be fortified with a map and guide of the city. Now, should your street car be passing 7th and Broadway (and you've passed it a million times), *you* know very well that it's 7th and Broadway. But, to the person who has just been in Los Angeles a few days it's only another intersection, and temporarily he is as lost as though he were in the wilds of Borneo! Maybe he wanted to get off at 7th and Broadway. Let's don't keep it a secret, let's announce

that that's the point the car will reach in a few seconds. The same holds good for any spot in the city.

FOUR OUT OF FIVE

Let's assume that *4 out of 5 passengers don't know where they are and don't know where your car or bus is bound.* When we pull up to a bus stop or as a passenger boards the car, let's call out in clear and distinct language the name of the line and its destination. Nothing is so appalling to a stranger as to board a car or bus, deposit the fare and then discover that he has taken the wrong car or bus. It may discourage him from further use of our service. Psychologists will tell us that one unhappy experience or unpleasant association will "freeze" our natural curiosity or desire to investigate that situation further.

Unfortunately, not all street car and bus riders originate on street corners or in safety zones. The desire and decision to use our service originates in a large part in the office or in the home. The conversation around the bridge table, at a luncheon club or in a business office may influence a person one way or another. The recital of an unpleasant experience at a bridge party or at some other gathering may discourage

a prospective patron in such a way that he will never make the final effort to try our service. On the other hand, a word of praise, a boost, a pat for some courteous or thoughtful act may not only win us praise, but bring us an additional customer or two.

Surely you will agree that it is worth the effort to look into some of these matters. Let's in as nice a way as possible endeavor to bring the conversation around to the advantages of using street cars and buses at every gathering. Let's boost our own service whenever possible. Let's even use it more than we do that we may become familiar with our various routes and be able to give an intelligent survey of our system should the opportunity be presented.

We are, in fact, just as much "in business" as any merchant on any street. The progressive merchant is down early in the morning, has swept out his place of business, placed his wares on display, and with a smile on his face, stands ready to greet and sell customers who pass his store. *Remember, every steady customer means substantial revenue increase. Let's get into the "market" spirit of things and actually sell our products just as though we were selling neckties or tomatoes.*





SHOWBOAT OFFICERS AT ATTENTION

L. to R. Standing: R. Platner, L. Duncan, J. Madigan, K. Sloan, C. Jones, F. Lynch, L. Wimberly and C. E. Morgan. L. to R. Front: L. A. Phelps, R. R. Shepard.

DIVISION FIVE SHOWBOAT DOCKS

By FRED MASON

The voyage on the "S. S. Division Five" to Safety Island on Saturday, November 26th, was the smoothest, most enjoyable and successful ever taken.

It was the occasion of the Division Five Safety Rally held at The Forrester's Hall, Pico & Hope Streets, and there were almost one thousand passengers aboard.

To the expert handling of the ship we have to congratulate the officers and members of the crew, and here they are: Captain Ken Sloan, Lieutenants C. D. Jones and L. W. Duncan, the charming hostesses, Pauline Alexander, Opal McCoy, Modelle Ritter, Merna Smith, Norma Sloan,

Flora Parsons, Eva Bland, Betty Reynolds and Laura Howard. The gallant junior officers, L. W. Lansdowne, H. J. Bower, R. E. Parsons, L. A. Phelps, K. A. Risbridger, D. R. Munro, E. F. Hofmeister, N. A. Helfrich, W. A. Carson, H. C. MacDonald, D. O. Dulin, and C. T. Conway. The hard working stevedores, J. R. Lalley, W. B. Smith, R. C. Beale, G. C. Daniels, J. L. Dunson, F. S. Hamill, T. O. Pittman, G. F. Titmus, B. E. Haskell, and K. G. Tolle. The sailors, B. A. Rich, R. F. Shepherd, T. H. Chubb, and B. C. Swafford. The pursers (and not a purse was lost) H. C. Hoyle, (according to Hoyle) and C. W. Hannon.

Well, when the call "All ashore that's going ashore" was announced and repeated, everything got under way, and the trip was on.

The Los Angeles Railway Streamlined Band opened the program with "Steamboat Bill". This was followed by a song "Men of the Rails", written and composed by Lieutenant (Motorman) C. D. Jones, sung by the hostesses and crew.

Manager of Operations, Mr. C. E. Morgan, as Admiral of the "S. S. Division Five" assembled all the crew and passengers and led them in the Los Angeles Railway Theme Song "SMILES" and in which everybody joined with great enthusiasm.

Mr. Morgan then gave a very short and interesting talk on safety and courtesy, and sprung a very pleasant surprise in introducing Mr. Frank C. Lynch, Director of the Greater Los Angeles Safety Council. Mr. Lynch's talk was direct and to the point and it was a great privilege and an honor to have him as our guest.

The show then got under way with the stevedores singing "Old Man River". J. R. Lalley and B. E. Haskell put on an amusing skit "Mississippi Chatter", Miss Bernice Musselwhite, a dance, L. W. Lansdowne, solo, little Miss Diana Jones, in the cutest dance you ever saw.

Then were discovered two stow-aways. They happened to be the Billings Brothers, but they sure paid their passage. These two harmonica hounds gave all they had and won the plaudits of the passengers and a free trip.

Miss Dorothy Cameron, in an acrobatic dance had the old folks feeling young and the young folks all adither with her well executed act.

A number by the Streamlined Band was followed by "River Stay Away From My Door" by the stevedores, and a guitar duet by J. L. Dunson and G. C. Daniels.

"Shinin'" written and composed by Motorman C. D. Jones was rendered by Hostesses Opal McCoy, Pauline Alexander and Norma Sloan, accompanied by Motorman C. D. Jones.

The little MacTaggart sisters, Betty and Jean, made a hit in their tap dance.

The Adagio Team of Miss Peggy Yeager, Wallace Musselwhite, Douglas Wilson and Myron Smith, were excellent.

Miss Dorothy Rae certainly did not let any grass grow under her feet when she put on a real hot tap dance which brought down the house.

H. J. Bower completed the last of the single acts with a solo "When Irish Eyes Are Smiling" and then the entire crew concluded with "Stout Hearted Men" and "Aloha".

A mighty fine show and enjoyed by all.

Dancing followed until midnight.

For making such an enjoyable evening possible we all express our thanks to the Management, to those appearing on the program, and to Roy Platner, Stage Manager, Ken Sloan, C. D. Jones and Oscar Lund, who put in a lot of time and work to make the show a success.

IT ISN'T YOUR FIRM, IT'S YOU!

If you want to work for the kind of firm

*Like the kind of firm you like,
You needn't slip your clothes in a grip*

*And start on a long, long hike.
You'll only find what you left behind,*

*For there's nothing that's really new.
It's a knock at yourself when you knock your firm;*

*It isn't your firm—it's you.
Good firms are not made by men afraid*

*Lest someone else get ahead.
When everyone works and nobody shirks,*

*You can raise a firm from the dead.
And if, while you make your personal stake,*

*Your neighbor can make one, too,
Your firm will be what you want it to be.*

*It isn't your firm—it's YOU!
—The Family Circle.*

"What is your occupation?"

"It isn't an occupation, it's a pursuit. I'm a bill collector."

SHOWBOAT'S MUSICAL CREW



"PHANTOM TRIO" SUCCESSFUL DIVISION 4 PRODUCTION

By C. J. KNITTLE

IT MIGHT have been just a safety rally embellished with tidbits of entertainment. But Division Four wanted to give their fellow-workers something better.

Two Division Four men with years of stage experience went into a huddle. One had been a vaudeville comedian, the other a player in comedy and light drama. They chose for their show a three-act farce comedy and named it "The Phantom Trio".

Then production started, after selected were three women artists from local dramatic societies and another, the wife of a trainman. To complete the cast of ten players, Company officials and four trainmen were chosen.

Saturday evening, December 10th, an audience of 850 at Foresters Hall

sat with bated breath for a rising curtain. The Los Angeles Railway Streamlined Band played an overture. Then the assembly sang "Smiles". Manager of Operations C. E. Morgan gave a short address on accident statistics and introduced Mr. Frank C. Lynch, Secretary-Manager of the Greater Los Angeles Safety Council who also talked briefly on safety.

Following the amazing safety records of sixteen Division Four men were read and each man was introduced from the stage. (Division Four earned a new reputation during the first eleven months of 1938 by decreasing accidents 48½ per cent over the same period last year.)

Then came the show, "The Phantom Trio". For one hour and thirty-

five minutes the audience laughed, cried and screamed at the antics of three English soldiers, supposedly killed in action, who escaped a German prison camp, worked their way back to London, were seized by the police on apparently good evidence and finally released in a side-splitting climax. The audience's final applause literally rocked the building for several minutes.

The members of the cast were Florence Anderson, Roxanna Barto, Frances Schaeffer, Essie Cooper, Lyle Bradt, Fred G. McMullen, Billy Vejar, Herbert Van Riper, John Tinsman and C. J. Knittle.

A vocal solo by Essie Cooper and a trumpet solo by a member of the Band, between the acts, were well received. A dance program with music by the Los Angeles Railway Band followed the show.

Much credit is due Chairman Steve Cooper for a delightful evening of entertainment. The show was directed by Lyle Bradt and staged by Billy Vejar.

Presenting Cast of the "Phantom Trio"



Seated (left to right)—Florence Anderson, Frances Schaeffer, and Roxanna Barto. Standing (left to right)—Herbert Van Riper, Billy Vejar, John Doe, Essie Cooper, John Tinsman, C. J. Knittle, Lyle Bradt, and Fred G. McMullen.

TONGUE TROUBLE

Wife (with steely glint in her eyes): When you came home last night you said you had been to the Grand with Mr. Jones. Now you say you went to the Trocadero with Mr. Postlethwaite. Why do you tell such lies?"

Hubby (meekly): "Well, my dear, when I came home last night, I couldn't say 'Trocadero' or 'Postlethwaite'."

* * *

It seems the gate broke down between Heaven and Hell. St. Peter appeared at the broken part and called out to the Devil, "Hey, Satan, it's your time to fix it this time."

"Sorry," replied the boss of the land beyond the Styx, "My men are too busy to go about fixing a mere gate."

"Well then," grumbled St. Peter, "I'll have to sue you for breaking our agreement."

"O, yeah," yeah'd the devil, "where are you going to get a lawyer?"

WOMEN'S CLUB ACTIVE



Much interest was displayed in the doll dressing contest held at December 1 meeting. Dolls were offered for sale and money realized will be used for Christmas welfare work. Reading left to right: Mrs. Ben Fulton, Prudence Penny of the Examiner (holding second prize winner, doll made by Mrs. S. T. Brown); Mrs. Effie Horn of the So. Calif. Telephone Company (holding first prize doll, made by Mrs. W. G. Clardy); Mrs. J. I. Rees of the So. Calif. Telephone Company (holding third prize doll made by Mrs. Max Christiansen), and Mrs. Paul Brown.

NEW QUARTERS FOR CLUB

By MRS. S. T. BROWN

Plans are now being formulated for the removal of our present headquarters to the new clubrooms at Division 4. The main auditorium, which has ample stage space with dressing rooms, will satisfactorily accommodate our membership. Kitchen facilities with accompanying dining room are other features of the new headquarters. Mothers will be pleased to know that a nursery will be provided for small children, and a competent attendant will be in charge. Announcement will be made within the near future as to the possible date of occupancy.

The regular monthly card party will be held on Thursday, January 12, at 1:30 p. m., in room 309 of the Los Angeles Railway Building. Bridge and Bunco will be played.



Above: Cross-section of a gala affair! The Women's Club Carnival held on December 3 was voted a huge success, with sufficient money raised to enable the Welfare Committee to satisfactorily carry on its work the coming year. Thanks to all who assisted in this splendid program.

VETS' CLUB

By W. H. HOLLENBECK, *Commander*

The "deadline" for this issue of TWO BELLS was Dec. 7th, therefore, all the news of our important Annual General Meeting and election of officers for 1939 will have to appear in January TWO BELLS because the all-important meeting is scheduled for Dec. 13th.

American Army, and British Army Veterans have, heretofore, filled the office of Commander: there is a rumor that a Marine—you know, a "devil-dog"—may be our Commander for 1939, and his right hand man may be a Veteran of Uncle Sam's Navy, one of the Yangtze Kiang Patrol.

At any rate, it is quite certain that 1939 will be a real banner year for our Club.

Our Drill Team is making plans to "go to town" and, there is a strong rumor that we may, possibly, have our own band.

The U. S. National Guardsmen issue will be decided on Dec. 13th.

Boy! Oh Boy! Isn't our Club-Auxiliary monthly newspaper or should I say "journal"?, a pip! And how!

It's Editor-Publisher, Mrs. Esther Williams, deserves the highest praise for her splendid ability and for the hard work she does: Sister Esther contemplates changing its name.

The Auxiliary will give its usual Christmas Party, jointly with our Club. The date will be announced in a special bulletin; watch for it.

The Club wishes all its members, friends, and Auxiliary members a merry Christmas.

SQUARE AND COMPASS

By BILL LANE

Answering an invitation from South Park Lodge No. 565 to confer the third degree on Brother Earl L. Davis, Mechanic of Division No. 1. the Degree Team and 32 members of the Club journeyed to 5904 South Broadway, on the evening of October

25th, and performed this ceremony in their usual enthusiastic manner.

Our annual ladies' night was held at 5904 South Broadway, Saturday evening, November 19th. This was the one night our President L. F. Sparks, has been looking forward to all the year as he was determined to make up to the ladies what they missed last year. If his banquet committee had not been so Scotch when they were dishing out the food the evening would have been a huge success. As it was the Vaudeville Show put on under the direction of our versatile Brother Billy Vejar, was so good everyone soon forgot they did not get enough to eat. Anyway, everyone was filled with good music, and went away satisfied.

Our Supervisor twins Leo P. Bean, and Chas. Polchow, were there with their wives. Leo tried to act his usual playful self, but seemed to have lost his bird whistle and there was not a peep out of Charlie. It just shows they have to behave when their wives are along.

Billy Vejar, looked like a preacher, but with that battered-in hat on I could see and hear that he was not.

On looking around I saw Oscar Elrod, and his family occupying one side of a long table. Oscar's family as I saw them consisted of Frank Irwin, Greenwood, Cooper, H. Van Riper, F. O. Dsborne, M. J. Thomason, and their families.

In the drawing for the turkeys and other prizes the following were the lucky winners, J. W. Loyd, Division No. 1; L. L. Wimberly, Tex Hiller, Division No. 5; J. M. McCullum, Division No. 5. J. M. McCullum, Division No. 1; Dan Healy, Division No. 3; M. E. McCune, South Park Shops; J. E. Steenrod, Dan Johnson, and Dennis Gragg.

At the December 10 meeting the following officers were elected for the year 1939.

C. P. Pedersen.....*President*
H. H. Peterson.....*Vice President*
Joe Steenrod.....*Secretary*
Lloyd Yeager.....*Treasurer*
Raymond Smith.....*Marshall*

BRIDGE CLUB ORGANIZED

By H. E. McCOLLUM

The Club had its first meeting on Nov. 16th in room 309 of the main building. After a short talk on the reason for starting the Club and attending to a few business matters we all settled down to a couple of hours of cards, followed by refreshments which were furnished by the management, to start us off right. And considering that refreshments had been voted out for following meetings the sandwiches, cake and coffee disappeared very rapidly. Every one present seemed enthused and several wanted to know if they could bring friends. The answer to that is that every employe and his or her dependents may bring one guest each.

The following meeting which was held on the 30th of November was opened with an election of officers. Mr. H. E. McCollum, Conductor, Div. 4, whose idea started the Club, was elected President. Mr. G. E. Ramsey of the Engineering Dept. was the people's choice for Vice President. Mr. F. P. Shull also of the Engineering Dept. was chosen Secretary-Treasurer.

The need of a Treasurer is seen in the fact that we have secured an instructor to give us lectures and supervised play of the hand. As the Club must be self sustaining we agreed on a 25c charge per person which we believe will take care of all of the expenses.

Mr. Oscar Johnson, who for the past several years has been associated with the largest bridge school in the west as instructor, has been secured to give us our lectures and supervised play. His first lesson on the 30th covered the elementary principles of the game plus opening bids. Then followed supervised play. Each lesson and lecture is to cover a different and more advanced subject, until we will finally be able to say that we know what contract bridge is if our *partners* only knew.

The next meeting will be on the 4th of January, room 309, 8 P. M., at which time we hope to see many new faces.

AMERICAN LEGION LARY POST 541

By R. H. MANNING

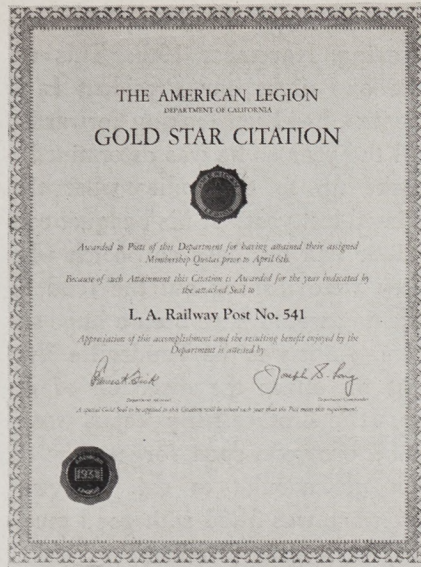
Regular meeting was held Tuesday, Dec. 6th with a good turnout and lots of business being transacted. Plans were made for the big Christmas party.

Tuesday, December 20th the annual Christmas party was held with the Auxiliary playing the big part. There was a wonderful program which was enjoyed by the old as well as the young after which old Santa Claus made his appearance and gave each child a gift as well as a stocking full of candy, nuts, an apple and an orange.

Last year this party took care of about 50 underprivileged children of the 17th District and this year even more, as well as making donations to the Los Angeles County Council for its basket fund.

Comrades Hylan and Truster who have been confined in the hospital at Sawtelle for the past two months are getting along fine but would appreciate a visit from you. Comrade Elworthy who is on the sick list is reported doing fine.

LATEST CITATION WON BY POST 541



POST 541 AUXILIARY

By MARIE MANNING
Publicity Chairman

First a great big thanks to the Post for the lovely Halloween party and dance they gave the Auxiliary, their families and friends. The committee in charge of this party are to be commended on the way it was put over.

Comrade Hobbs as Chairman of

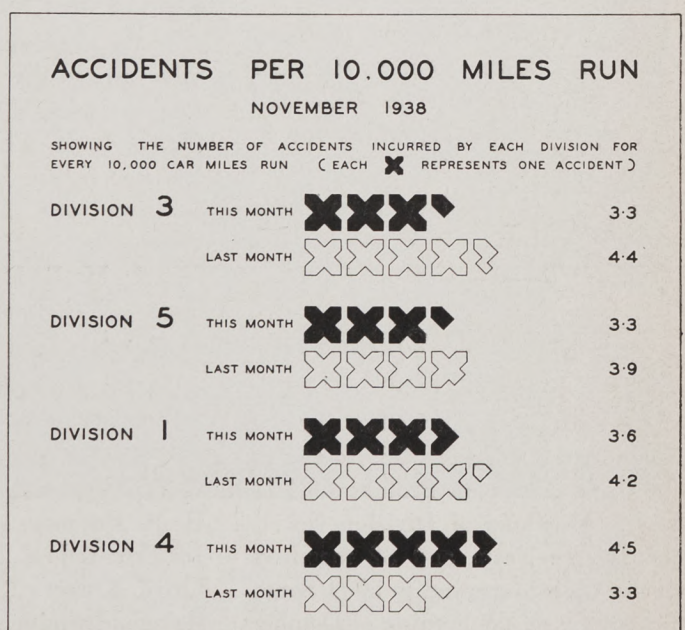
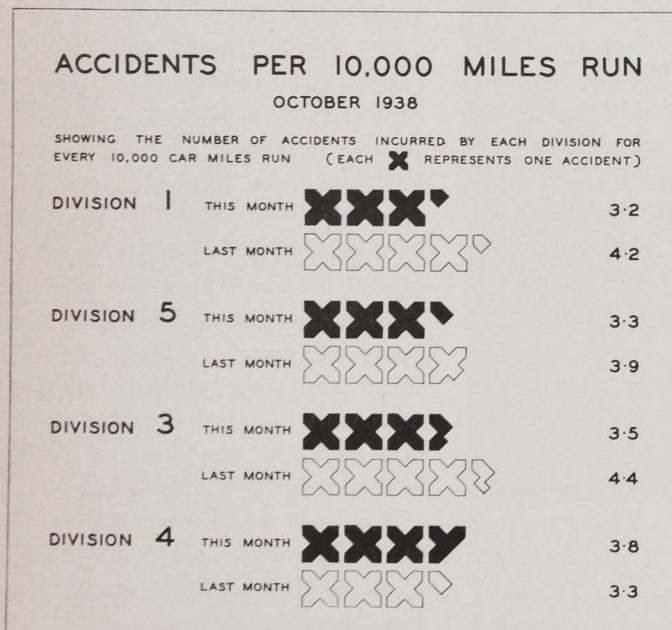
the Committee, Commander Brehm, Comrades Cotterly, Marceau and W. C. Carleton certainly know how to entertain and we are looking forward to another party some day.

December 20th the Unit will have its annual Christmas Party which will be for all members and their families and underprivileged children. All members are urged to be present and help make this even better than last year.

Meeting of Tuesday, December 6th showed a grand turn out and a fine meeting with plans laid for two or three months. After the meeting we joined the Post in the dining room where the Unit served coffee cake and celebrated the birthday of our President Mrs. Emma Marquess. She was presented with several gifts as well as a fine big cake prepared by Mrs. Leo Leasman.

Mrs. Zellers entertained the members at the last sewing party and everyone reported a good time. The next one will be held at the home of Mrs. Beulah Offenstien Wednesday, December 28th; pot luck to be served at 1 P. M. The address is 4330 West 105th Street, Inglewood.

ACCIDENT RECORD BY DIVISIONS



LARY TEAMS IN RACE FOR BASKETBALL LAURELS

By C. J. KNITTLE

A NEW and greater Lary Basketball season was ushered in Tuesday, November 29, at the Bell Playground gymnasium. Over 300 spectators witnessed the first clash in which the South Park Shops team dropped a hard fought game to Division Five, last year's Champions. The score was 26-17.

In the second contest of the opening games, the 16th Street Garage lads defeated the Division One trainmen by a score of 29-13.

Two nights later, December 1, the Los Angeles Motor Coach team whipped the Division Four boys 49-16 and Vernon Yard took a match against Division Three 48-22.

The outstanding contest of this new season was played December 6 between Division Five and Division Three. Both teams played a splendid game. Forward Ullrich and Guard Oberg were high point men for Division Five. Broman and Christensen piled up the points for Division Three. The third quarter ended with the score 31-30 in favor of Division Three. Forward Robinson then replaced Smith in the Division Five line-up and made three field goals. The game ended with the final score, Division Five 42, Division Three 40.

Vernon Yard team will, no doubt, be a favorite among spectators for their well-balanced team play and clean sportsmanship. In a game with South Park Shops (December 8), the Vernon lads made 54 points with only two personal fouls charged.



VERNON YARD TEAM SET FOR BUSY SEASON

Front row, left to right: M. Gonzales, J. Miranda, M. Carrillo, J. Rodriguez.
Back row, left to right: L. C. Thompson, Mgr., I. Carpio, J. Mendez, R. Torres, S. Arballo, T. Rocha, Coach.

LEAGUE STANDINGS

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

All teams have been provided with new gym suits and are identified by colors. The Division One team wears brown; Division Three, red and white; Division Four, all white; Division Five, all black; 16th Street Garage, purple and gold, Vernon Yard, green and black; Los Angeles Motor Coach, maroon; South Park Shops, blue.

The season will run for fourteen weeks. All games will be played at Bell Playground gymnasium, Florence and Flora Avenues, on Tuesdays and Thursdays starting at 8.00 P. M. No games will be played Christmas week (December 20 and 22). A schedule is posted in all departments.

LEAGUE PRESIDENT COMMENTS ON COMING HOOP SEASON

By H. W. GILMORE

Onlookers are interested in watching the battle for supremacy between Division Three, Division Five and Vernon Yards, the three teams, which fought for the championship last year, resulting in the 54th street Division placing first, and the other two tying for second place honors. All teams are particularly interested in defeating Division Five this season, because the act of winning the championship this year, will make their third successive victory, the required number of consecutive times, entitling them to keep the basketball trophy for good.

An Irish policeman was taking an examination for promotion. In his answer to the question, "What is rabies, and what do you do about it?" his paper gave this enlightening explanation:

"Rabies is Jewish priests, and you don't do nothing about it."



Mechanical Divisions

F. F. ROBEY



Shops

F. ARLEIGH FRAZIER



ELECTRICAL



WALTER WHITESIDE



Division Three

L. VOLNER



Division Five

FRED MASON

DIVISION ONE

Now that another Thanksgiving has come and gone and another Christmas is almost here, it might be fitting at this time to look back and note the improvements of the past year.

Our accident record has shown a gratifying improvement, as have the efficiency records, so during the Holiday rush let us continue so that we



ROBERT MARK BRIM

13 month old son of Motorman and Mrs. A. M. Brim (Division 1).

may finish this year and start the new as No. 1 Division.

Basketball season has opened and our team plays every Tuesday and Thursday night at the Bell Playground. Let us all do our share in giving them our support by attending the games whenever we can.

Our Cash Receiver, J. O. McArthur, while on a trip to Georgia, had the misfortune to break his ankle. He is recuperating at home and we hope to have him back with us soon.

R. J. Orphan has been very ill the past month. The best wishes of our Division are extended to him.

J. E. Kenney, who has been working as a night watchman, is back on his run and has been replaced by J. H. Schrader.

ELECTRICAL

Right off the bat we want to be the first to wish you a very Merry Christmas and a Happy New Year and may the coming year bring health and happiness. We have all had our trials during the past year, some of us suffering a great deal and others not so much, but let us look forward to 1939 with renewed vigor.

During the past few weeks the Department completed several jobs such as setting new poles and changing the bonding, due to the widening of Soto Street; doing a like job on North Figueroa Street and also new electric switches at Avenue 28; re-

placing poles on Pico Street, East Fourth Street, East First Street and West Sixth Street.

Street traffic signal control system was installed at Pico and Wilton and is proving very popular with the "P" line operators.

Other work carried on is that of the Trolley Wire Inspection crew. This crew covers the system inspecting the condition of trolley wire and fittings and in this manner they are able to spot thin wire and order repairs before trolley breaks occur, thus preventing delays to service. In fact we have only had twenty-six trolley breaks the first eleven months of this year. This inspection crew consists of J. R. Marshall, J. M. Caviedes and J. Linares.

The other day when Louis Hunter was backing the line truck off the tracks to allow a street car to pass, he incurred the wrath of a couple of boys in an auto who pulled along side the truck and threatened to beat up Louie. They parked their car and when Louie got out of the truck and walked over to their car and asked "What did you say?" the boys said "Oh nothing, we only wanted to know why you had to move your truck."

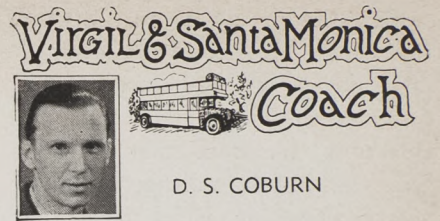
All members of the Electrical Department are asked to acquaint themselves with their credit union which has a very wonderful record for a new organization. You are eligible to affiliate with Lary M. & E. Federal Credit Union.



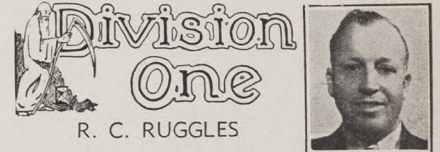
**16th Street
Coach**
CHARLES H. HARDY



**Division
Four**
C. J. KNITTLE



**Vernon
Yard**
L. F. SPARKS



With Scribes

DIVISION THREE

On December 1st, at the Bell High School, the basketball season opened with our boys playing Vernon Yards. There was a good attendance, and all present witnessed a thrilling game. While our team was beaten by Vernon Yards, they did some good playing and are sure to be heard from in the future. All looked neat in their new red and white uniforms, which were furnished by the Los Angeles Railway. The schedule of future games is posted on the bulletin board, and you will surely get an evening of enjoyment if you attend. The following are the members of our basketball team:

G. E. Broman, Captain; L. E. Grubb, Coach; C. A. Woods, Manager; G. K. Hardwick, F. J. Matzner, H. G. Shipp, B. S. Evans, R. H. Von Borstel, R. W. Barnett, C. M. Delahunty, E. J. Christensen, V. J. Eulberg, R. L. Coady.

When off duty, just knocking around, Motorman H. H. Baxter dropped a nickel in a slot machine and out rolled \$30.00, so now he says he is all fixed up for a Merry Christmas.

Twenty-two years with the Los Angeles Railway will be celebrated by Mr. A. A. Middlecoff on the 22nd of December. Mr. Middlecoff was a former motorman of this division, and at present is flagging.

All the older men of this division were very sorry to hear of the death

of Mr. A. F. Fontaine on November 13th. Mr. Fontaine was our stenographer for many years, but for the last few years has been a conductor at Division One.

The many friends, which includes the entire division, were indeed sorry to hear of the fatal accident to Operator W. J. Barnard of the "O" line. Mr. Barnard was struck by an auto at Main and Florence while adjusting his trolley, preparing for his return trip. Death was almost instantaneous. Many relatives and friends attended the funeral services at Grand View Cemetery. The sympathy of all is extended to the bereaved.

In the rear of the assembly room is posted an accident list giving the number each day at each division. Many of our men, when looking at

Operator J. A. Martin (Div. 3) says it has been many years since they have had a real Christmas at his home, as his children have gotten too old, but now his grandchildren will be on hand to await the arrival of Santa Claus, and a great celebration is expected by all, as his daughter, Mrs. Comfort, and son, Paul (opposite), age three years, and a son, with his youngster, Jimmie Martin (above), age eight months, will be there.



same, seem to get a great deal of satisfaction for Division Three almost always has the least number, but they have not taken into consideration the fact that Division Three has less car mileage and fewer cars in operation, which makes our number of accidents per car mile greater as compared with the other divisions. We still have room to cut the number down to get on top.

MECHANICAL DIVISIONS

Division One

Lee Sherrill, Harry Ogden and R. O. Martin all plan on getting the limit during quail season. They have made a start—42 quail and 12 cotton-tails on the first trip out.

Our capitalist, George Anders bought part of Bell Gardens the other day. Maybe he'll invite us out for a chicken dinner, maybe.

M. W. Creager and wife went to Sequoia National Park on his last three day week-end and made record time. Creager says he'd have made it faster, but he had to slow down for a curve. He was driving twenty-five on the straightaway.

After spending three weeks in the hospital following a very serious operation, "Chris" Christopherson is now home and rapidly improving.

Division Two

With all the new cars in; cleaned, inspected and tested, Division Two is getting back to normal.

The Fourth Annual Reunion Dinner of the Los Angeles Railway Shop Emergency Crew was held at the South Park Shops at 6:00 P. M., Monday, November 21. After everyone had plenty to eat, tables were cleared and two reels of interesting pictures were shown. Next came Lloyd B. Yeager and his son Laurence who proved they were real magicians and you would agree if you could have seen what was removed from W. T. Reynolds' hat.

Bill, as we know him, who acted as Master of Ceremonies and part time Chef went home a little worried thinking that Mr. Yeager might have left several other things in his hat.

Division Three

G. Treneer, our rotund Clerk, is recuperating from an operation. The bay window shrank considerably, but he is getting along fine.

G. Atkins and L. Harryman are busy with details for their new homes.

B. Walters is bating for G. Treneer in the office and doing a mighty good job.

F. Keller, the King of Bumps, has returned to Eagle Rock to live.

Division Four

Mr. J. B. Campbell is on his vacation at the present time. Here's

wishing our curly-top office Clerk, a good time.

L. A. McDonald's new home is completed and he tells us that he is moving in soon.

The new cars are nearing the "3095" mark and it won't be long before this "P.C.C. Division" will have its full quota.

Division Five

L. W. Ferguson believes in getting the "cart before the horse." He has bought the new furniture for the new house that he is going to buy. Hope it all fits.

W. F. Ellis had a phone call the



"But officer, I WAS going only one way!"

other day. It went something like this, "Hello, what? You broke the car down? Well, walk home. What's that? In a 15 minute parking zone. Oh, that's different. I'll be right out. Goodby".

Hank Williams loaned his "hot water heater" (38 Chevy to you) to his brother. The brother lit a match, to see what made it go. Now the Chevy has to have all new upholstery. Must have been gasoline in the blooming thing.

Jim Boen and B. G. Allen are having new homes built, that of the former in Morningside Park and the latter in Inglewood.

DIVISION FOUR

At this time of year, with our attention directed to the safe transportation of great throngs of shoppers to and from the marts of trade, our personal sentiments may seem to be hidden under a cloak of responsibility but we take time out at this moment to wish you all a Merry Christmas and a Happy New Year.

Superintendent W. H. Snyder had but one thing to say in the column this time: "Tell the boys I thank them all for their fine cooperation during the past year and extend to them and their families the season's greetings."

If you are a regular reader of the Division news columns, you may have observed that Superintendent Snyder is seldom mentioned in the Division Four section. But let us explain why. Each Division scribe is required to have his news copy OK'd by the Superintendent before it is sent to the editor. That puts the damper on occasional quips we might slip in about the boss. Mr. Snyder does not like publicity. We are going to tell one on him this time, however, just as it was told by an eye witness and please, Mr. Snyder, when you check over this news copy remember this is the Christmas edition and, after all, Christmas comes but once a year.

Mr. Snyder parked his 'good ol' 28' about three blocks from the Division and later, on leaving the build-

ing to return home, Traveling Instructor Vejar thumbed a ride. So they walked together to where the 'best four that was ever built' was waiting. Mr. Snyder climbed in, poked the starter, jiggled the choke and then boldly informed Mr. Vejar it wouldn't start. After trying a few more times he suggested that the instructor go back to the Division and get some trainmen to push it. Mr. Vejar left and returned with two men. Just as they arrived, a terrific clatter beset their ears. Mr. Snyder drove away. Maybe Mr. Vejar will think twice before thumbing Mr. Snyder next time.

Conductor R. T. Melton, ordained minister and pastor of the Avalon Four-Square Church at 87th Place and Avalon Boulevard dedicated a recent Sunday service to the Division Four trainmen.

16TH STREET COACH

Several changes have taken place in this Division's office recently. We are sorry to lose Al Brehm who was transferred to Mr. Morgan's office, however R. K. Kissick from the Claim Department is doing good work in Al's place, and with the same smile. Howard Lehnhart has moved to the Schedule Department downtown and Fred Ballenger is now Division Foreman. L. S. George is the new operating instructor. We wish these men every success in their new positions. Marshall Chamberlain who discovered that his supervisor's uniform had been eaten up by the moths returned on the road clad in a brand new outfit.

A year ago A. G. Cooper found a lady's purse on his Alvarado coach. Before the end of the run the lady's mother claimed it with proper identification, stating that her daughter was on her way to board a boat for China and in her excitement had left the purse on the coach. Recently Cooper received a letter of thanks from the young lady on missionary service in Peking, China. Accompanying the letter was a case containing a pair of fine hand-carved chop sticks and carving knife as a



This bright little youngster is John D. Douglas, aged 16 months. John D. is the son of J. D. Douglas, a Division 4 Mechanic and a grandson of J. A. Douglas, a Division 4 Conductor.

token of appreciation from the grateful lady in China.

C. R. Neighbours who has had a flying instructor's rating for some time, recently passed an examination with a high grade which qualifies him to fly ships up to 10,000 pounds.

O. S. Flinn on an early morning pull-out discovered that he had forgotten his box in his car. On the way to the terminal he stopped across the street from his parked car, obtained the box and had almost reached his coach when a hit-and-run driver struck him, knocking him under the coach. How long he lay there or how he climbed back into the coach he does not know but uppermost in his dazed mind was the fact that he must notify the dispatcher. Somehow he reached the next phone box a couple of miles away. An ambulance was immediately sent and upon examination at the hospital it was found that Flinn was suffering from a fractured leg, a broken wrist, and cuts and bruises all over his head and body. At the time of this writing he was making favorable recovery at St. Vincent's Hospital.

16TH STREET GARAGE

When "Twin Coach" Ross stopped to chat with Roadman Bill Aldrich the other day he picked up a shabby wallet from the nearby weeds. After giving it a casual inspection he offered it to Bill who spurned the offer. On further examination Ross found \$6 in it with no clue as to ownership. Bill has decided not to pass up anything from now on.

Mr. and Mrs. J. K. Lynch wish to thank the boys of the Garage for the silverware given to them as a wedding gift. Mr. and Mrs. H. A. Nyström, also newlyweds, express their thanks for the coffee maker which they received.

Paul Wood formed a partnership with Joe Crawford on the raising of a goose. Joe was to fatten the bird provided by Paul and both families were to dine together New Year's Day. The goose has been through many hectic experiences. Recently it was reported lost, strayed or stolen, to the embarrassment of the Crawfords and the chagrin of the Woods. Ugly rumors were circulated that the Crawfords had feasted all of their relatives the Sunday of its disappearance. The goose, however, was recovered later, having wandered out to see a bit of the world before its demise. At the time of this writing the future of the goose has become so indefinite that the partners are considering the possibilities of a duck dinner.

Here is one for Ripley—Joe Gentry lost his spectacles while plowing last year. This fall, while plowing up the spinach he turned up the spectacles unharmed.

DIVISION FIVE

We are all glad to learn the good news that our Superintendent, Mr. B. B. Boyd, will be back on the job the first of January and that is what we call starting out the new year right. It was very nice that Mr. and Mrs. Boyd were able to take their long looked for vacation and they

sure went places and saw things. They traveled almost eight thousand miles by train and about two thousand miles by bus, taking in Portland, Oregon, Kansas City, Missouri, St. Joseph, Missouri, New Orleans, Carlsbad Caverns, and a hundred and one other places too numerous to mention, and indeed a very interesting trip to hear Mr. and Mrs. Boyd tell it.

The Division Five Federal Credit Union has progressed very soundly and successfully since its inception. It has not only been a safe and sound investment to its depositors, but has created a thrifty movement among fellow employes. It has a membership of almost three hundred with deposits amounting to over \$2,500.00. Within the next six weeks it is anticipated that the membership and deposits will be doubled. Those of you who are interested in this thrift movement should get in touch with Conductor D. D. McClurg, President or Conductor Bill Lane, Treasurer.

VIRGIL COACH

Attention basketball fans. The Motor Coach team entered in the Lary league is off to a very good start, having won their first two games by a comfortable margin. Your support is requested and will be appreciated by the team. The team boasts of such famous names as "School Boy" Wycoff, "Traveling" Webster, "Scooter" Pallas, "Skipper" Reynolds, "Backboard" Pizer from Virgil Division and "Shave Tail" Strong, "Rough and Ready" Shafer, "Rebel" Crownover, "Sure Shot" Lewis and "Coach" Dosney from 16th St. Division. The men are being piloted by none other than "Leatherneck" Tudor.

A Christmas party is being planned by the men at Virgil Division. Each one participating will draw a name and buy a twenty-five cent toy for the one whose name they have drawn. The packages will be placed

on a Christmas tree in the train room and distributed by Santa Claus himself. Each gift must be opened in front of everyone present.

The turkey shoot held by the LAMOCO Pistol Club a few weeks ago was very successful and a second meet is being planned before Christmas. The participants were grouped so that ten men shot in competition for each turkey. The one hitting the highest card on a target composed of playing cards was awarded the bird. In all, nine turkeys were awarded. Among the sharpshooters who came home with one were, F. C. Patton, J. W. Sharpless, J. J. Paul, R. D. Crandall, A. G. Spring, Glen Wallace, L. G. Hubbard and Otto Draviner

"STREAMLINED BAND"

PARTY REVIEWED

By W. R. FLECK

Well, folks, the big dance is all over, and from the comments heard on all sides it was a great success. I believe that Mr. C. E. Morgan was the most surprised of anyone at the dance, when he was presented with a very fine desk set from the employes of the L. A. Railway. It was such a surprise to him that he was unable to talk. The orchestra was in fine fettle for playing and they really put out a brand of music that will long be remembered by all those present.

A flag posting ceremony was held by the combined posts of the American Legion Post 541 and the L. A. Railway Veteran's Club. It was a very impressive show. We were also honored by the presence of the Wooden Shoe Club of the Sunrise Post, American Legion, which was headed by Supervisor (Red) Gilmore. Our good friend Inspector Billy Vejar was Master of Ceremonies and as usual Billy did a very good job.

SOUTH PARK SHOPS

Contributions for a Christmas present for O. Rivers may be handed in. We feel as though the scooter he is now using is far too heavy for him.

A fall into the pit sent A. B. Yerkes home with a sprained ankle and a crestfallen equilibrium. Sprains are painful so hope the ankle is better by now.

Our sympathy is extended to Jim Hopp whose father passed away the fifth of November.

Welcome back for a short visit, Al Dellinger who is steadily continuing to improve.

A new way of entering a hospital is R. H. Calderwood's method of "thumbing" his way in. We learn however that his thumb has been repaired satisfactorily.

The Soccer Ball Team wants to be known as the "Rip Van Winkles." They have resolved to forego shaving until they have won a game. Why not offer a prize for the longest beard or the brightest red one. Don't choose a black cat for a mascot next year.

Inaccuracy of weather reports from M. Bradley was caused by his mind being taken up with politics. Now as long as he'll not be provided with \$30.00 a week weather reporting has been resumed.

Bill McCra bought a new Chevy and drove over to the Coliseum, and was his face red when he came out and didn't have any car. It was found a few days later badly wrecked.

The Trimming Crew sure ganged upon about 500 turkeys and did they 'trim 'em!' Bill Fariss, Loyd Hoover, and Vernon Arnold turned ranch hands for Pruden at Thanksgiving time. Not satisfied with the big job of picking turkeys they then went out and shot the limit of quail to get the fine points of picking feathers. Howard Pruden, formerly of the Trimming Gang, has a fine flock of 1500 to 2000 turkeys on his ranch.



N. C. Farmer of South Park Shops with his 6 months old son, Melvin Charles. Melvin is also the first grandchild of E. C. Muse, Mechanical Foreman, Division 3.

Others out seeking quail were Vic Lee, who got the limit up near Holister and Ceaser Canales who shot the limit in Antelope Valley.

One more booster for the V8 is Winston Brown, who now sits behind the wheel of one during his driving hours.



O. RIVERS AND HIS SCOOTER
A Christmas gift from the boys in Machine Shop.

"I'm from Missouri" must have been the message Vesta Bell Dotson's in-laws wrote, for his wife traveled home with their young daughter to show the grandparents. Having now enjoyed a nice vacation, Mr. Dotson is traveling back to Missouri to come home with them.

W. W. Huskey as always is bragging that he now has eight little ones (pigs).

A good coach is wanted by the South Park Shops Basketball Quintet. Such men as Farmer, Ross, Stanley, Franklin, and Chamberlain are splendid material for a coach to work with.

VERNON YARD

We regret reporting the death of Pat Connolly, Track Foreman. Pat was a real Old Timer having entered the service in 1891 and retiring in 1937.

E. M. "Mac" Cavanaugh, Construction Foreman, has returned home from St. Vincent's Hospital and is on the road to recovery. He expects to be back to work by the middle of December or the 1st of January.

Pete Larsen, our Yard Carpenter, expects to recover enough to return to work some time in December.

Bill Swearingen, Assistant Yard Foreman and for many years the presiding chef at our Yard barbecue, had a severe and painful illness from which he has fully recovered and is now back on the job.

Burt Schaubert, Night Supervisor is busting the old vest buttons now-a-days since his daughter Ellen presented him with a Grandson. We all remember Ellen who formerly worked in the Auditing Department and her husband Dick Brooks who was employed in the Track Department as welder. Congratulations Dick and Ellen.

I. Q. NIL

Found on a Freshman's registration card:

Name of parents: "Mamma and Papa."

1939 IS COMING UP . . .

...And so are twelve new issues of TWO BELLS. The editor and staff want those issues to be enjoyed by every member of the Railway. They want them to be crammed from cover to cover with the kind of stories, drawings, articles and photographs that will have interest for *ALL* of TWO BELLS' five thousand readers.

TWO BELLS is published to tell the story of Los Angeles Railway activities and the Los Angeles Railway is *YOU!* So speak up and give us your opinions and suggestions for improvement of your magazine. Let us know what type of features you like, what new departments would be interesting to you, what changes you would suggest.

Take about three minutes time out right now, fill out the following questionnaire and we'll do the rest.

Check (V) only those features you prefer. Add and X (VX) to the ones you favor particularly.

- Personal employe items ()
- Articles on company policy and general activities ()
- Articles on activities of other companies ()
- Articles on operation of different departments ()
- Safety stories ()

Employe competition on:

- 1. Photography ()
- 2. Suggestions for company improvements ()

Photographs of:

- 1. Employes ()
- 2. Company properties ()
- 3. General photographs of current interest ()

Other types of photographs (list):

- 1. ()
- 2. ()
- 3. ()

Cartoons ()

Club news ()

Commendations ()

Sports ()

Jokes ()

Children's page ()

Women's page (household hints, recipes, etc.) ()

Hobbies ()

Other suggestions not listed above

Name

Department

TEAR ALONG DOTTED LINE

TEAR ALONG DOTTED LINE

POPULAR EMPLOYE LEAVES

Muriel Hughes Davies resigned her position as Secretary to the Director of Public Service on November 30th to assume full responsibility of her attractive home in Santa Monica, where her husband, Frederic Davies, is engaged in the Postoffice Department of the Federal Government.

Muriel entered the Treasury Department of the Railway in Septem-

ber 1929, transferring, by promotion, in December 1934, to the Transportation Department, and in January 1938 to the Public Service Department.

One of her fellow workers said of her recently: "She has won countless friends for herself and for the Railway, because of her happy, intelligent manner and the interest she has taken in others."

With her goes the hearty, sincere affection and high regard of her associates in the entire organization, and our best wishes for her happiness and prosperity in the years to come.

Garage Mechanic: "What's the trouble, lady?"

Mrs. Newdriver: "They say that I have a short circuit. Can you lengthen it while I wait, please?"

OBITUARY

Wallace Jones Barnard, Motorman, Division 3, died November 10, 1938. He was born in Rogers, Texas, July 21, 1905, and entered the service of this Company March 6, 1936, as Motorman, Division 3. He is survived by his wife and two children.

Patrick Connolly, on the Pension Roll, died November 11, 1938. He was born in Ireland February 28, 1867, and entered the service of this Company as Foreman and Assistant Road Master in the Way & Structures Department October 31, 1891, placed on the Pension Roll August 1, 1937. Mr. Connolly is survived by two daughters and three sons.

Alva Elors Fontaine, Conductor, Division 1, died November 14, 1938. He was born in Canada October 23, 1882, and entered the service of this Company as Conductor, Division 1, May 23, 1921; appointed Stenographer, Division 3, March 25, 1922; transferred to Conductor, Division 1, October 15, 1928. Mr. Fontaine is survived by his wife, son and daughter.

Hiram Francis Reinoehl, Watchman, Engineering Department, died November 22, 1938. He was born in Naperville, Illinois, May 11, 1867, and entered the service of this Company as Motorman, Division 3, February 4, 1909; appointed Flagman December 20, 1928; appointed Watchman, Engineering Department March 1, 1936. Mr. Reinoehl is survived by his widow.

The wife of Courtland R. Meeds, Flagman, Transportation Department, died November 24, 1938.

The wife of James A. Johnson, Conductor, Division 5, died November 28, 1938.

Feliciano Lemos, Laborer in the Way & Structures Department, died November 30, 1938. He was born in Mexico June 9, 1892, and entered the service of this company as Laborer, Way & Structures Department, November 20, 1920. Mr. Lemos is survived by his widow and five children.

TRADING POST

FOR SALE — 1936 Ford V 8 Coupe, like new. Can finance \$365.00.—C. A. Manning, 16th Street Coach Division.

FOR SALE—Furnished Five Room House. Garage, three bedrooms, large back porch, screened in and large yard. \$2,750.00. \$500.00 down, \$25.00 per month. Insurance paid for three years. 1938-1939 taxes paid.—E. A. Duncan, No. 1742, Division 4. House: 653 Avenue 28 West near Division 3.

FOR SALE—1938 Excelsior Motorcycle—single. 100 miles per gallon, 3 speeds, kick starter. Like new, \$125.00. H. N. Cole, Division 5, 4319 West 104th Street, Lennox.

FOR SALE—Toy Manchester Terriers and Cocker Spaniel Puppies. All registered.—John B. Mathis, 135 East 135th Street, Hawthorne.

FOR SALE—1 - 16½ foot sail boat with sails and motor (outboard) \$125.00. Without motor \$75.00. Good condition.—Inquire at 325½ Atlantic Avenue, Long Beach—C. F. Park or E. Corbeil.

FOR SALE—Voigtlander Camera F.4.5—Compur Shutter. 3¼ x 4¼ (9 x 12 c.m.). 3 plate holders. Film pack adapter. Enlarger using above camera. Takes negative 35 mm. to 4 x 5. Obtain full details by calling T. G. Cumberland, 706 Main Office Building.

FOUND—In Vernon Yard Ball Field. One key container with pass key and one Yale type key. Now in Vernon Yard Office.

BELLS

BEST WISHES TO:

Operator C. J. Lytle (Division 1), married on November 3rd to Miss Reba Aretha Moss.

Operator Eddie Mills (Division 4), married on August 21 to Miss Helen Adams.

Operator R. G. Stevers (Division 4), married on October 17 to Miss Iris Jane Davidson.

Coach Operator W. A. Bacon (Wilshire), married on October 20 to Miss Onabelle Kennedy.

Serviceman J. K. Lynch (16th Street Garage), married on October 24 to Miss Mary M. Glasson.

Serviceman H. A. Nystrom (16th Street Garage), married on November 9 to Miss Nell H. Kolbenstetter.

Night Welding Foreman Sydney H. Stevens, married on November 12 to Miss Alice Swanson.

YELLS

CONGRATULATIONS TO:

Sharon Lee, born to Conductor (Division 1) and Mrs. W. H. Munson on October 6.

Sally Jane, born to Motorman (Division 5) and Mrs. E. S. McLafferty on September 5.

Patricia Darlene, born to Motorman (Division 5) and Mrs. H. B. Moormann on November 11.

Clifford Darryl, born to Motorman (Division 5) and Mrs. F. B. McFall on November 24.

Charles William, born to Conductor (Division 5) and Mrs. F. M. Ludwig on November 27.

Gene Michael, born to Conductor (Division 4) and Mrs. E. C. Linton on November 1.

Matilda, born to Mr. and Mrs. Rojelio Diaz (Machine Shop) on November 24.

Gloria Vergene, born to Mr. and Mrs. O. F. Sconce (Car Repairer, Dep't 8) on November 27.

Ronald Marshall, born to Coach Operator (16th Street) and Mrs. Joseph M. Hunt on October 28.

John Adam, born to Stock Clerk (16th Street Garage) and Mrs. Nick Hilger on November 12.

“Proud As a Peacock”, Jack Bladel (South Park) announced he is a granddaddy to a 7 pound baby girl.

Jerrolynn Ann, born to Mr. and Mrs. Fred Shaw (Mechanical, Division 5) on December 3.

L. A. RAILWAY EMPLOYEES INDUSTRIAL BASKETBALL LEAGUE

Schedule of Games for 1938-1939 Season

ALL GAMES TO BE PLAYED AT BELL PLAY GROUND GYM, FLORENCE AND FLORA AVE.

Team	Color	Manager	Phone No.	Station
1. Lary, Div. 1.....	(All Brown)	Mann, H. B.	PRospect 7211	331
2. Lary, Div. 3.....	(Red & White)	Martin, R. P.	"	333
3. Lary, Div. 4.....	(All White)	Brown, C. W.	"	334
4. Lary, Div. 5.....	(All Black)	McClurg, D. D.	"	335
5. 16th St. Garage.....	(Purple & Gold)	Riggs, S. T.	"	225
6. Lary, Vernon Yards.....	(Green & Black)	Thompson, Carl	"	219
7. Lary, Motor Coach.....	(All Maroon)	Tudor, M. A.	"	257
8. Lary, South Park Shops.....	(All Blue)	Whitaker, W.	"	332

No games played Christmas week, Dec. 20th and 22nd, 1938

All teams will be designated on Courts by Uniform Colors Only.

Nov. 29, 1938-Jan. 24, 1939 (Tuesday)

South Park Shops vs. Division 5—8 P. M.
Division 1 vs. 16th St. Garage—9 P. M.

Dec. 1, 1938-Jan. 26, 1939 (Thursday)

Division 4 vs. L. A. Motor Coach—8 P. M.
Vernon Yard vs. Division 3—9 P. M.

Dec. 6, 1938-Jan. 31, 1939 (Tuesday)

Division 4 vs. 16th St. Garage—8 P. M.
Division 5 vs. Division 3—9 P. M.

Dec. 8, 1938-Feb. 2, 1939 (Thursday)

South Park Shops vs. Vernon Yards—8 P. M.
L. A. Motor Coach vs. Division 1—9 P. M.

Dec. 13, 1938-Feb. 7, 1939 (Tuesday)

Division 3 vs. Division 1—8 P. M.
Division 5 vs. Division 4—9 P. M.

Dec. 15, 1938-Feb. 9, 1939 (Thursday)

Vernon Yards vs. 16th St. Garage—8 P. M.
L. A. Motor Coach vs. South Park Shops—9 P. M.

Dec. 27, 1938-Feb. 14, 1939 (Tuesday)

South Park Shops vs. 16th St. Garage—8 P. M.
Division 1 vs. Division 5—9 P. M.

Dec. 29, 1938-Feb. 16, 1939 (Thursday)

Division 4 vs. Vernon Yards—8 P. M.
L. A. Motor Coach vs. Division 3—9 P. M.

Jan. 3, 1939-Feb. 21, 1939 (Tuesday)

Division 5 vs. L. A. Motor Coach—8 P. M.
Division 3 vs. 16th St. Garage—9 P. M.

Jan. 5, 1939-Feb. 23, 1939 (Thursday)

South Park Shops vs. Division 4—8 P. M.
Vernon Yards vs. Division 1—9 P. M.

Jan. 10, 1939-Feb. 28, 1939 (Tuesday)

Division 1 vs. South Park Shops—8 P. M.
Division 5 vs. 16th St. Garage—9 P. M.

Jan. 12, 1939-March 2, 1939 (Thursday)

L. A. Motor Coach vs. Vernon Yards—8 P. M.
Division 4 vs. Division 3—9 P. M.

Jan. 17, 1939-March 9, 1939 (Tuesday)

16th St. Garage vs. L. A. Motor Coach—8 P. M.
Division 5 vs. Vernon Yards—9 P. M.

Jan. 19, 1939-March 14, 1939 (Thursday)

Division 1 vs. Division 4—8 P. M.
Division 3 vs. South Park Shops—9 P. M.

Play-off dates—if necessary—March 16th, and March 21, 1939.

H. W. Gilmore, President, Res. Phone CL-66340

C. C. Jones, Official Scorekeeper, UN-4246

C. W. Morris, Secretary, PR-7211, Station 333

NOTE Actual playing time of each game 32 min. Rest periods between quarters, two min. Time out periods between halves, 7 min. Total time of game, 43 min.