

TWO BELLS



MERRY
DECEMBER
VOLUME 20
NUMBER 10
XMAS

TWO BELLS

DIVISION SCRIBES

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Published on the First of Every Month for the Employees by the Los Angeles Railway
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VOLUME 20

DECEMBER, 1939

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LARY REVENUE FOR OCTOBER OPERATING RESULTS OCTOBER, 1939 vs. OCTOBER, 1938

| | 1939 | 1938 | 1939 Increase+ Decrease— Over 1938 |
|--|-------------|-------------|---|
| TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.) | \$1,112,469 | \$1,071,430 | +\$41,039 |
| Less: | | | |
| OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property) | 965,660 | 857,236 | +108,424 |
| TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance) | 77,811 | 78,934 | — 1,123 |
| INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates) | 67,876 | 71,138 | — 3,262 |
| Total Expenses | 1,111,347 | 1,007,308 | +104,039 |
| Leaves Net Profit or Loss | +1,122 | +64,122 | — 63,000 |

A Word to My Fellow Employes



I FEEL sure that I will be pardoned if, in my annual message of holiday greetings to fellow employes, I refer to that one thing which at the present time will have much to do to make my good wishes come true.

For the past year, I believe, there has been a feeling of cooperation such as never before existed in like status, between the employes of our company and its executives, as is easily proved by what is going on right now when both are fighting shoulder to shoulder to defeat Proposition No 1. on the December 12 ballot, because both fully realize that what affects one also has like effect upon the other.

We all have had opportunity to see and read the provisions of Proposition No. 1 and we know it is practically the same proposal that we have defeated twice before. It should be defeated again on December 12 and with its defeat will come, in full measure, I feel sure, the hoped-for culmination of many of the good wishes we have one for the other here within the Los Angeles Railway groups.

The most valuable asset any business can have is the kindly thought of its employes and the customers who are satisfied. This value usually appears on the books of a company as "good will" and represents the disposition of the company workers and customers to have friendly relations with the company.

It is, I believe, the credit balance of these two entries in the Los Angeles Railway "good will" ledger that will bring us all a joyous Christmas Holiday and a New Year of happiness in which we can, together, show achievement in going forward with the times through the necessary cooperate efforts of the various branches of transportation operation.

Personally, to each of you, I wish the happiest of holidays and the most successful and prosperous New Year.

A handwritten signature in cursive script, reading "J. J. Harris". The signature is written in dark ink and is positioned in the lower right corner of the page.

SCHEDULE FOR LARY SOCCER FOOTBALL GAMES

| DATE | OPPONENT | GROUNDS | TIME |
|---------|--------------------------|----------|-------|
| Nov. 19 | Signal Oil Co. | Rancho | 2:30 |
| Nov. 26 | G. G. I. A. | Rancho | 12:30 |
| Dec. 3 | R. A. Y. A. | Rancho | 2:30 |
| Dec. 10 | Bye | | |
| Dec. 17 | 1st Round Assoc. Cup | | |
| Dec. 24 | Bye | | |
| Dec. 31 | Bye | | |
| Jan. 7 | San Pedro | Harvard | 2:30 |
| Jan. 14 | Rovers | Harvard | 2:30 |
| Jan. 21 | Semi-Final Assoc. Cup | | |
| Jan. 28 | School of Welding | Griffith | 2:30 |
| Feb. 4 | Rangers | Harvard | 2:30 |
| Feb. 11 | Signal Oil | Harvard | 12:30 |
| Feb. 18 | G. G. I. A. | Harvard | 2:30 |
| Feb. 25 | Final Assoc. Cup | | |
| Mar. 3 | R. A. Y. A. | Griffith | 12:30 |
| Mar. 10 | League Play Off | | |
| Mar. 17 | Semi-Final Challenge Cup | | |
| Mar. 24 | Final Challenge Cup | | |

Credit Unions Show Progress

By WALTER WHITESIDE,
Vice-President LARY No. 1

THE accompanying chart is the combined statements of the seven credit unions chartered within the Los Angeles Railway. Let us analyze the figures and note the progress.

The first one of these seven credit unions was organized in November 1937 and the last one during August 1938.

The movement was slow at first but as the purpose of the organization became better known memberships increased until at present over 55% of the employes are members. You, of the minority 45%, ask any one of the present members what the credit union has done for him and what it will do for you and we are sure that you, too, will want to join.

As membership increased, share deposits did likewise until at present the members have savings accounts of \$64,397.39. Taking this figure and comparing it with \$19,714.41, share deposits of the year previous, we have a net increase during the year of \$44,682.97 or an

average of \$18.30 saved per each member during the past year.

The credit union, after obtaining these funds has to disburse them for only provident or productive purposes and this certainly has been done when we note that there has been a total of 2564 loans granted totaling \$152,891.12. These loans have been for various purposes too numerous to mention, but judging from remarks made by borrowers, there has been many a happy smile on the face of a treasurer on hearing to what extent a member was helped out of a tight spot, and many of those 2564 borrowers were in a tight spot.

While on the subject of loans, look at those loan delinquent figures which is the only sour part of the report. Credit unions are liberal and will be liberal, but it is up to everyone to fulfill his obligation and he need not think that because this isn't a loan emporium on Main Street, he has to pay only when he feels like it, because if he does he should be ready for a sad

awakening. It is true that drastic action has been taken at times, but this was done only when it was necessary to protect the other members' interests.

Let us now look at the rosier side of the report—profit and loss. Profit to date for this year is \$2,530.18 and by the end of the year should be close to \$3,000; this money to be distributed among members in the form of dividends. Are you going to be one of the fortunate ones?

Credit union treasurers are ordinary fellows like you and me with no previous experience and they should be highly commended on their work and handling the organization's funds. These men have handled share deposits and loan repayments totaling over \$180,000 with shortages of slightly over \$5.00; and friends, this is some record when you consider that these transactions were all made with cash, not checks.

We hope that by this article and accompanying chart you were able to learn a little more about the credit union movement and if there are any further questions ask one of your officers.

Oh yes, don't forget that each group will hold its annual meeting during January and it behooves each and every one of us to attend to find out first hand what our group has done in the past and its aims for the future.

BALANCE SHEET

| | ASSETS | |
|------------------------|--------------------|----------------------|
| | End of This Month | Same Month Last Year |
| Loans | \$58,966.84 | \$20,219.47 |
| Cash in Banks | 6,895.93 | 2,036.47 |
| Petty Cash Fund | 40.00 | 30.00 |
| *U. S. Bonds (Par \$) | | |
| Other Bonds (Par \$) | | |
| Unam. Charter Fee | 132.01 | 175.00 |
| Fed. Savings | 4,078.16 | |
| Furn. and Fixt.(Net) | 451.55 | 61.80 |
| Loan to C. U. | 1,500.00 | |
| TOTAL | \$72,064.49 | \$22,522.74 |

| | LIABILITIES | |
|------------------|-------------------|----------------------|
| | End of This Month | Same Month Last Year |
| Accounts Payable | | 64.28 |
| Notes Payable | 4,000.00 | 2,000.00 |
| Div. Authorized | | |
| Shares | 64,397.38 | 19,714.41 |

| | | |
|-------------------------|--------------------|--------------------|
| Res. for Bad Loans.... | 1,001.21 | 438.58 |
| Undivided Profits | 135.72 | ..... |
| Profit and Loss..... | 2,530.18 | 305.47 |
| TOTAL | \$72,064.49 | \$22,522.74 |

STATEMENT OF INCOME AND EXPENSE
EXPENSES

| | This Month | This Year To Date |
|-------------------------|------------------|--------------------|
| Int. Pd. Bor. Money \$ | 34.55 | \$ 80.17 |
| Officers Salaries | 114.40 | 952.53 |
| Other Salaries | 10.00 | 105.00 |
| Stationery and Sup.... | 11.49 | 121.82 |
| Rent, Heat, Light..... | ..... | ..... |
| Advertising ..... | ..... | 1.25 |
| Communications | 1.00 | 18.63 |
| Cash Short | .49 | 5.80 |
| Misc. General | 29.68 | 333.43 |
| Transfer to Reserve | | |
| for Bad Loans..... | 63.46 | 538.83 |
| Balance (Profit) | 363.96 | 2,530.18 |
| TOTAL | \$ 629.03 | \$ 4,687.64 |

INCOME

| | This Month | This Year To Date |
|-----------------------------|------------------|--------------------|
| Interest on Loans..... | \$ 565.57 | \$ 4,103.21 |
| Entrance Fees | 15.50 | 180.75 |
| Fines | 47.96 | 358.08 |
| Interest on Bonds..... | ..... | ..... |
| Interest on Fed. Svgs. .... | ..... | 28.16 |
| Cash Over ..... | ..... | .52 |
| Other Income ..... | ..... | 16.92 |
| Balance (Loss) ..... | ..... | ..... |
| TOTAL | \$ 629.03 | \$ 4,687.64 |

STATISTICAL REPORT
LOANS

| | No. | Amount |
|---------------------------------|-----|-------------|
| Made this Month..... | 166 | \$11,370.38 |
| Repd. this Mo.(Amt. only) | | 10,043.66 |
| In Force at End of Mo... 1,066 | | 58,966.84 |
| Total Loaned since Org... 2,564 | | 152,891.12 |
| Loans Delinquent | 312 | 3,331.60 |
| (a) 1 Mo. or Less..... | 155 | 853.91 |
| (b) 1 or 2 Months..... | 58 | 568.57 |
| (c) 2 Months or Over... 99 | | 1,909.12 |
| Charged Off this Month.. 3 | | 100.00 |
| Charged Off since Org.... 8 | | 192.91 |

SHARES AND MEMBERS

| | |
|--------------------------------------|-------------|
| Paid in on Shares this Month..... | \$ 4,961.74 |
| Withdrawn on Shares this Month.... | 1,996.23 |
| Total Paid in on Shares | |
| Since Organization | 86,486.48 |
| Total Withdrawn on Shares | |
| Since Organization | 22,089.10 |
| New Members this Month..... | 64 |
| Total Members End of Month..... | 2,442 |
| Total Members Since Organization.... | 2,686 |

TRADING POST

FOR RENT—5-room house. Vacant about December 17. \$35.00 per month. Call F. T. Burchett, PL. 12278.
FOR SALE—Young geese 12 to 16 pounds, not dressed \$2.50. Dressed \$3.00. M. Gentry, 16th Street Garage or 4915 Cecelia Street, Bell.
WILL TRADE—1937 Pontiac, 2-door, for equity in late model car. R. J. Bloodgood, 16th Street Coach Division, or 8220 So. New Hampshire.
WANTED—Good home for two part-Persian kittens. Call R. Link, South Park Shops, or 4525½ So. Hoover St.
FOR SALE—Beautiful radio-phonograph combination. \$32.50. Call Mr. Jerry, Stations 205 or 309.

IF and WHY

IF —the three promoters, who are responsible for putting Proposition No. 1 on the ballot, are not seeking jobs,

WHY—do they name themselves as Commissioners in this measure which will, if carried, ELECT them

Not For One Year, But Four Years?

IF —they have the interest of the taxpayers at heart,

WHY—did they write into the measure a provision to pay themselves \$60,000.00 in salaries?

IF —they are sincere in their promise to provide a 5c fare,

WHY—does the Proposition state that fares shall be "just and reasonable?"

IF —they honestly believe an adequate bus system can be operated on a 5c, or even a 7c fare,

WHY—the provision compelling the City Council to pay them up to \$250,000.00 a year, on demand, in addition to all expenses?

All monies paid out by the City Council are raised by **TAXATION.**

IF —this bus system is to be efficiently managed and operated,

WHY—do the promoters reserve to themselves the power of appointment and fixing of salaries?

THINK IT OVER!

Vote NO # 1 -- Dec. 12

"No, Elmer I can't marry you. The man whom I'm going to marry must be upright and square."

"You don't want a husband—you want a piano."

"Ah," said the customs officer, when he discovered a bottle. "I thought you said there were only old clothes in this trunk?"

"Aye, that's ma night cap," said the Aberdonian.

The young wife was in tears when she opened the door for her husband. "I've been insulted," she sobbed. "Your mother insulted me."

"My mother," he exclaimed. "But she is a hundred miles away."

"I know, but a letter came for you this morning and I opened it."

He looked stern. "I see, but where does the insult come in?"

"In the postscript," she answered. "It said: 'Dear Alice, don't forget to give this letter to George.'"

S P O R T S . . .

Motor Coach
Leads Basketball
League with
Vernon Yard
and Division 3
Close Up.

By C. J. KNITTLE



LARY BASEBALL ALL-STARS

*Front Row: Left to right, Landreth, Woodward, Lusk, Triboulet, "Ken" Sloan (Pres.), Lipscomb, Murray, Stevers, Marsden.
Back Row: Left to right, "Jack" Carlin (Coach), Stotelmyre, Templin, Broman, Barnett, Smith, Andrews, "Dick" Means (Mgr.)*

A NEW season of LARY League basketball was launched November 1st at Manual Arts High School with three opening games starting the nineteen weeks' tourney. The prize for this season's championships will be the coveted Los Angeles Railway Basketball Trophy. The winner will also receive the Hudson Diamond Company Basketball Trophy, a large cup with ball and player done in 22-karat gold and valued at \$500.00. As an added incentive, the winning team will participate in the final all-city tournament and stands a chance of winning the All-City Trophy.

Approximately 300 spectators witnessed the opening game, a fine exhibition of speed, skill and endurance between Division 4 and Los Angeles Motor Coach. A 21-point rally by the Coach lads in the second half tied the score 35-35 at the final whistle and in the five extra minutes of play Coach's terrific offensive netted 6 extra points against 4 for Division 4, making the final score 41-39 in Coach's favor. Their high point man was Forward Wycoff who scored 23. Forward Strong made the winning goal. Division 4's high point men were Weaver, 11; Boyer, 10; and Ross, 9.

In the second contest, Division 5 lost a hard fought game to 16th Street team. The score was 25-10.

The third game, Vernon Yard versus South Park Shops, appeared to be going in Shops favor when they held a 2-point lead at the end of the first half but Vernon's strong defensive and skillful offensive turned the tables in the second session and the final score (for Vernon) was 34-15.

In later games the Los Angeles Motor Coach boys continued to win and appear to be a good prospect for the championship. Trailing the leader and tied for second place in the standings are Vernon Yard and Division 3. These teams, however, are one game short due to the fact a number of Division 3 players were held out for the Coliseum football break-up on November 22, the evening they were scheduled to play Vernon. The game had to be postponed. The winner would have been tied with the LAMC lads for top place.

Employees and their friends are invited to the games which are held at Manual Arts High School every Wednesday evening starting at 7:00. No games will be played December 27. The school is located at 42nd and Vermont.

LEAGUE STANDING

| | | | |
|---------------------|---|---|-------|
| L. A. M. C. | 3 | 0 | 1.000 |
| Vernon Yard . . . | 2 | 0 | 1.000 |
| Division Three . . | 2 | 0 | 1.000 |
| 16th Street | 2 | 1 | .667 |
| Division Four . . . | 2 | 1 | .667 |
| Division One . . . | 1 | 2 | .334 |
| Division Five . . . | 0 | 3 | .000 |
| South Park Shops | 0 | 3 | .000 |

NOVEMBER 1ST

| | | |
|-----------------------|------|-------|
| 1st Game— | Half | Final |
| Division 4 | 23 | 39 |
| L. A. M. C. | 18 | 41 |
| 2nd Game— | Half | Final |
| Division 5 | 6 | 10 |
| 16th Street | 14 | 25 |
| 3rd Game | Half | Final |
| Shops | 9 | 15 |
| Vernon Yard | 7 | 34 |

NOVEMBER 8TH

| | | |
|-------------------|------|-------|
| 1st Game— | Half | Final |
| Division 1 | 9 | 20 |
| Division 3 | 18 | 33 |
| 2nd Game— | Half | Final |
| Vernon Yard | 22 | 51 |
| 16th Street | 13 | 24 |
| 3rd Game— | Half | Final |
| Shops | 11 | 19 |
| L. A. M. C. | 17 | 27 |

NOVEMBER 15TH

| | | |
|-------------------|------|-------|
| 1st Game— | Half | Final |
| Division 1 | 7 | 15 |
| Division 4 | 8 | 27 |
| 2nd Game— | Half | Final |
| Division 3 | 20 | 38 |
| Division 5 | 5 | 18 |
| 3rd Game— | Half | Final |
| L. A. M. C. | 12 | 22 |
| 16th Street | 11 | 19 |

NOVEMBER 22ND

| | | |
|--------------------------------------|------|-------|
| 1st Game postponed to November 27th. | | |
| 2nd Game— | Half | Final |
| Division 1 | 8 | 23 |
| Division 5 | 8 | 20 |
| 3rd Game— | Half | Final |
| Shops | 16 | 18 |
| Division 4 | 12 | 32 |

SOCCER CLUB

The opening game at San Pedro saw the Railway team go down to defeat. A tie game with the Rovers next, and then a victory over the School of Welding. Rangers were next on the list, and the game was one of the finest and most keenly contested ever seen in Los Angeles. The Rangers won, 1 goal to 0, but it was anyone's game until the final whistle. Both teams were highly complimented at the end of the game. Signal Oil forfeited the next game, which left the Railway with 5 points for 5 games. One amazing fact is that in all Metropolitan League games played this season, all games except two have been decided by the extra goal. This fact has had a decided influence in the attendance, which has more than doubled itself this season. One reason for the Railway's good showing is the stellar play of W. Lippiatt of the main office, S. MacKenzie of Division 5, P. Vanderplas of Division 1, and J. Ogden, L. Kelsey, V. Burgess and S. Ormsten of South Park Shops.

BASKETBALL—MAJOR INDUSTRIAL CLASS "A"
1939 L. A. RAILWAY LEAGUE

| | | | |
|---------------------------|------------------------|--------|------|
| DECEMBER 6 | | | |
| Motor Coach () | vs. Division No. 5 () | Manual | 7:00 |
| Division No. 1 () | vs. Vernon Yards () | Manual | 8:00 |
| South Park Shops () | vs. 16th Street () | Manual | 9:00 |
| Division 3—Division 4—Bye | | | |

| | | | |
|----------------------------|------------------------|--------|------|
| DECEMBER 13 | | | |
| Division No. 3 () | vs. 16th Street () | Manual | 7:00 |
| Division No. 5 () | vs. So. Park Shops () | Manual | 8:00 |
| Vernon Yards () | vs. Division No. 4 () | Manual | 9:00 |
| Division 1—Motor Coach—Bye | | | |

| | | | |
|------------------------|------------------------|--------|------|
| DECEMBER 20 | | | |
| Division No. 1 () | vs. 16th Street () | Manual | 7:00 |
| Division No. 3 () | vs. Division No. 4 () | Manual | 8:00 |
| Vernon Yards () | vs. Motor Coach () | Manual | 9:00 |
| Division 5—S. P. Shops | | | |

DECEMBER 27—No Games Christmas Week

| | | | |
|------------------------------|------------------------|--------|------|
| JANUARY 3 | | | |
| Division No. 5 () | vs. Division No. 4 () | Manual | 7:00 |
| Division No. 1 () | vs. Motor Coach () | Manual | 8:00 |
| South Park Shops () | vs. Division No. 3 () | Manual | 9:00 |
| Vernon Yards—16th Street—Bye | | | |

| | | | |
|----------------------------|------------------------|--------|------|
| JANUARY 10 | | | |
| Vernon Yards () | vs. Division No. 5 () | Manual | 7:00 |
| Motor Coach () | vs. Division No. 3 () | Manual | 8:00 |
| South Park Shops () | vs. Division No. 1 () | Manual | 9:00 |
| 16th Street—Division 4—Bye | | | |

| | | | |
|---------------------------|------------------------|--------|------|
| JANUARY 17 | | | |
| Vernon Yards () | vs. So. Park Shops () | Manual | 7:00 |
| 16th Street () | vs. Division No. 5 () | Manual | 8:00 |
| Motor Coach () | vs. Division No. 4 () | Manual | 9:00 |
| Division 1—Division 3—Bye | | | |

| | | | |
|---------------------------|------------------------|--------|------|
| JANUARY 24 | | | |
| Division No. 3 () | vs. Division No. 1 () | Manual | 7:00 |
| 16th Street () | vs. Vernon Yards () | Manual | 8:00 |
| Motor Coach () | vs. So. Park Shops () | Manual | 9:00 |
| Division 4—Division 5—Bye | | | |

| | | | |
|---------------------------------|------------------------|--------|------|
| JANUARY 31 | | | |
| Division No. 4 () | vs. Division No. 1 () | Manual | 7:00 |
| Division No. 5 () | vs. Division No. 3 () | Manual | 8:00 |
| 16th Street () | vs. Motor Coach () | Manual | 9:00 |
| So. Park Shops—Vernon Yards—Bye | | | |

| | | | |
|-----------------------------|------------------------|--------|------|
| FEBRUARY 7 | | | |
| Division No. 5 () | vs. Division No. 1 () | Manual | 7:00 |
| Division No. 4 () | vs. So. Park Shops () | Manual | 8:00 |
| Division No. 3 () | vs. Vernon Yards () | Manual | 9:00 |
| 16th Street—Motor Coach—Bye | | | |

| | | | |
|--------------------|------------------------|--------|------|
| FEBRUARY 14 | | | |
| 16th Street () | vs. So. Park Shops () | Manual | 7:00 |
| Vernon Yards () | vs. Division No. 1 () | Manual | 8:00 |
| Division No. 5 () | vs. Motor Coach () | Manual | 9:00 |
| Div. 3—Div. 4—Bye | | | |

| | | | |
|----------------------------|------------------------|--------|------|
| FEBRUARY 21 | | | |
| Division No. 4 () | vs. Vernon Yards () | Manual | 7:00 |
| So. Park Shops () | vs. Division No. 5 () | Manual | 8:00 |
| 16th Street () | vs. Division No. 3 () | Manual | 9:00 |
| Division 1—Motor Coach—Bye | | | |

| | | | |
|-------------------------------|------------------------|--------|------|
| FEBRUARY 28 | | | |
| Motor Coach () | vs. Vernon Yards () | Manual | 7:00 |
| Division No. 4 () | vs. Division No. 3 () | Manual | 8:00 |
| 16th Street () | vs. Division No. 1 () | Manual | 9:00 |
| So. Park Shops—Division 5—Bye | | | |

| | | | |
|------------------------------|------------------------|--------|------|
| MARCH 6 | | | |
| Division No. 3 () | vs. So. Park Shops () | Manual | 7:00 |
| Motor Coach () | vs. Division No. 1 () | Manual | 8:00 |
| Division No. 4 () | vs. Division No. 5 () | Manual | 9:00 |
| Vernon Yards—16th Street—Bye | | | |

| | | | |
|--------------------|----------------------|--------|------|
| MARCH 13 | | | |
| Division No. 4 () | vs. 16th Street () | Manual | 7:00 |
| Division No. 5 () | vs. Vernon Yards () | Manual | 8:30 |

All teams in this league are competing in accordance with the competitive rules as set forth by the Executive Committee of the Municipal Basketball Association.

All players participating must have individual membership cards in the Municipal Basketball Association.

All games are under the complete jurisdiction of the referee assigned by the Municipal Sports Office.

Dudley C. Shumway, Director of Municipal Sports
R. L. Lutton, Association Secretary.

HOLE - HI

By JOHNNIE DUNSON

With 54 holes of golf already under their belts, the boys of the LARY Golf Association have finally stepped into the last lap of the 72-hole winter tournament. With sand in their hair, fox-tails in their socks and divots in their hip pockets these self-same appleswatters have trudged wearily over hill and dale in quest of a few somewhat wraith-like trophies, none of which have been displayed as yet (but don't be discouraged boys, there actually are some classy prizes. Take it from Yours Truly).

With the first 18 holes, qualifying being played at Potrero, it remained for our former champ, Jess Yarbrough, to step up with a snappy 85 to lead the pack. He was followed closely by Russell Beale, with an 86. Bailey, Lockridge, Dunson and Duvall hung on doggedly to stay in the 80 bracket.

Two weeks later at Pasadena Brookside Course, this boy Cole from Div. three, put the boys to shame by garnering a sizzling 79 to lead by three strokes, the second man, namely, "Iron Man Beale" who bagged an 83. Lockridge, Lydiard, Bailey and Dunson dusted off the next few low spots.

Then, Saturday, the 18th, for no perceptible reason, the gang all gathered at Potrero to blow higher than a jive trumpet player at a jam session. All the potential champs went for the cellar faster than a bunch of Kansans running for the storm shelter. The way the scores soared, a person would have thought the Yanks were having batting practice. The only one to remain cool and collected was Cole, who grabbed off an 85 to become top man for the first 54 holes. Beale did manage to eke out an 88 for second position. The rest of the boys (including yours truly) begged me not to publish their scores for fear they might be mistaken for Wall Street quotations.

BASKETBALL LUMINARIES

DIVISION 5—

*Kneeling: Beadle, Boswell, Kerr.
Standing: Jones (Mgr.), Oberg,
Bailey, Morris, Weber, Fredericks.*



DIVISION 3—

*Kneeling: W. Bestwick, Costello,
O'Brien, Giese, Hedger, Shirk.
Standing: Martin (Mgr.), C. Best-
wick, Broman, Christensen, Mc-
Knight, Stotelmyre, Troutman.*



VETERAN ATTAINS SERVICE RECORD

By C. J. KNITTLE

AWAY back in 1888 an English lad, William Cavett, 14, slipped quietly from his home in London to make his first bid for fame and fortune as deckhand on a merchant windjammer.

Five years later the young seafarer took account of his progress. Of one thing he was certain. The sea and life on the great, full-masted vessels had satisfied his ambition to travel. It had taught him courage, caution and self-reliance. Yet, in spite of all these, and its romantic appeal, seamanship failed to include the fame and fortune he sought.

Back in England young Cavett's father, two brothers and an uncle were prospering in London's metropolitan and district tram service. Could not he do the same in America? Yes, or at least he would try.

One cool September day in 1893 a full-rigger sailed majestically into the Port of Astoria, at the mouth of the Columbia River in Oregon. On being securely docked, the gang-planks were lowered and William Cavett walked out of the life of a seaman forever.

Arriving in Portland a few days later, he applied for employment with the Portland Street Railway but finding no immediate prospect there-with, worked at various odd jobs for the next several months. One year later, September 7, 1894, Cavett arrived in Los Angeles and found his first good fortune ashore, steady work as car repairer for the Los Angeles Electric Railway Company.

In those " 'way back" days the Company's assets amounted to four franchises, one car barn, and forty-five cars. The lines were designated as the Vernon, the University, the Westlake, and the Depot. The barn included the mechanical department and was located at 6th and Central Avenue.

In the Summer of 1899 William Cavett became Night Mechanical Foreman but, one year later, voluntarily relinquished the position for the preferred dayshift repairing. In 1901 he was chosen to be the first Street Mechanical Inspector, his duties consisting of riding the cars with a kit of tools and calling the Dispatcher at thirty minute intervals. In 1909 he was again promoted to Chief Mechanical Inspector.

By this time all transportation, horse car and cable, had changed to the electric and was operated by five companies; the Los Angeles Railway, the Pacific Electric Railway, the Los Angeles Pacific Railway, the Los Angeles Redondo Railway and the Los Angeles Traction Company. In the following few years the majority of local lines were absorbed by the Los Angeles Railway and the interurban lines merged with the Pacific Electric.

In 1917 Cavett was appointed Inspector of Operating Equipment, Mechanical Department, and today is in charge of seven Street Mechanical Inspectors. These men, rated as Car Repairers, First Class, are specially trained for fast emergency adjustments. Among them we find some of the real veterans of this service. Inspector W. G. Gregory, for example, will complete his fortieth active year on December 18th. Inspector W. P. Beck has finished his thirty-seventh active year and Inspector E. R. King has thirty-five years. Cavett has forty-five.

Replying to our question regarding his opinion of present and future types of railway equipment, Inspector Cavett expressed the belief that we are passing a turning point now, that the streamlining of cars as exemplified in the PCC type with its fast acceleration, quick braking and safety features is such a distinct improvement over all former types of street railway equipment that we may quite truly call it tomorrow's car today.



Inspector William Cavett who, after 45 years' service is still actively on the job.



CONGRATULATIONS TO:

Robert Verne McNabney, born to Conductor (Division 3) and Mrs. Verne McNabney on September 3, 1939.

Charles Malone, born to Motorman (Dixision 1) and Mrs. G. W. Wholton on October 6.

Randolin Marla, born to Motorman (Division 1) and Mrs. G. W. Sharp on October 14.

Ronald Paul, born to Conductor (Division 5) and Mrs. C. P. Daerr on October 15.

Susan Ann, born to Conductor (Division 1) and Mrs. M. H. Remington on October 16.

Robert Emery, born to Motorman

(Division 5) and Mrs. E. W. Parker on October 19.

Carol Lee, born to Mr. and Mrs. Thomas Allister on October 25.

Patricia Ann, born to Motorman (Division 1) and Mrs. G. H. Held on October 25.

Robert Bruce, born to Conductor (Division 1) and Mrs. M. F. Felton on October 27.

Marsha Jean, born to Motorman (Division 1) and Mrs. R. A. Gillis on October 28.

Georgia Lee, born to Conductor (Division 1) and Mrs. G. R. Tiefel on October 29.

Garry, born to Motorman (Division 5) and Mrs. W. Buss on November 1.

Mark Foster, born to Welder Foreman (Vernon Yard) and Mrs. Bill Bramlett on November 6.

Lea Gale, born to 16th Street Coach Operator and Mrs. G. D. Mothersbaugh on November 9.

Brian Kay, born to Motorman (Division 1) and Mrs. W. C. Steele on November 10.

Motorman (Division 5) and Mrs. J. C. Laird became grandparents on November 10, a baby girl born to their daughter, Mrs. G. Hurst.

Lois Mae, age 4, adopted by Truck Driver and Mrs. Earl T. Johnson on November 12, 1936.

Tommy Dal, born to Conductor (Division 4) and Mrs. D. F. Pickett on November 15.

Lisa Ann, born to Wilshire operator and Mrs. W. A. Bacon on November 13.

Russell Gene, born to Conductor (Division 5) and Mrs. R. L. Churchill on November 19.



BEST WISHES TO:

Coach Operator (16th Street) married to S. H. Collins to Miss Pearlina Cason, on October 27.

Conductor Jack C. Kennedy (Division 5) married to Miss Gladys Martin on October 27.

Motorman Robert M. Walton (Division 5) married to Miss Helen Edith Fenner on November 1.

Motorman Foster C. Milburn (Division 5) married to Miss Luella B. Bellknap on November 10.

WOMEN'S CLUB

By MRS. C. A. EVANS

Miss Myrtle Antrim of the Associated Food Products Service sponsored and prepared a delicious dinner for nearly one hundred club members and guests on Saturday night, October 21, in the clubrooms. Mrs. W. C. Skinnell, Mrs. J. W. Inman, Mrs. L. F. Robinson, Mrs. J. F. Carlin and Mrs. R. L. Wilson acted as hostesses, assisting Mrs. S. T. Brown, chairman.

After the dinner the evening was enjoyably spent playing cards. First prizes were awarded to Mrs. L. B. Meek and Mr. Bob Harper in bunco; Mr. and Mrs. George C. Abel in pinochle; Mrs. L. W. Slocum and Mr. J. T. Watts in five hundred; and Mrs. L. F. Robinson and Mr. J. E. Ellis in bridge.

On November 2, Mr. Roscoe Schrader, dean of Otis Art Institute, was guest speaker at the meeting. Mr. Schrader's subject was "Art and Life." Paintings by students of the institute were exhibited to demonstrate the correlative expression and imagination of the artists.



Mrs. A. C. Stover and Mrs. Ben Fulton present their wares to a pair of youthful customers at Women's Club Bazaar.

Mrs. H. H. Jackson, hostess, assisted by Mrs. F. W. Sommers, Mrs. A. P. Rucker and Mrs. J. W. Inman entertained with a Hallowe'en party at the close of the meeting.

At the club meeting on November

16, Mr. J. Allen Boone, journalist and world traveler, discussed his recent popular book, "Letters to Strongheart."

Mr. W. T. Reynolds explained the facts of the municipal bus prop-

osition from a civic standpoint as well as from personal welfare.

Refreshments were served by Mrs. W. C. Skinnell, Mrs. J. F. Carlin, Mrs. T. R. Bates and Mrs. M. M. Overturf.

The club wishes to extend grateful appreciation to all those who so ably assisted and generously patronized their annual bazaar. The proceeds will be used for needy families of the railway and coach employes.

The following attractive booths sold a variety of merchandise under the supervision of the respective chairmen: Food, Mrs. A. P. Rucker; Christmas Cards, Mrs. S. T. Brown; Candy, Mrs. J. W. Inman; Cherry Tree, Mrs. Edward Cavanaugh; Bacon, Mrs. L. F. Robinson; Needle Work, Mrs. C. H. Lewis; Dolls, Mrs. Ben Fulton; Beans, Mrs. Louise Thuney; Milk Bottle Game, Mrs. L. M. Coe; and Potted Plants, Mrs. R. P. Dwyer.

Mrs. W. G. Clardy sponsored the ticket sale and Mrs. L. M. Meek was chairman of the hot dog and cold drink booth.

A delicious dinner was prepared and served under the direction of Mrs. E. V. Athenous.

Mr. Bill Boydston, of the Fox Studios, was master of ceremonies for an entertaining program arranged by Mrs. J. F. McCormick with the assistance of the Dramatic Club in their presentation of "A Doll Lullaby" with Ralph Mercier, vocalist, Miss Lois Hartman, whistler, and Mrs. C. E. Schuetz, pianist.

LOS ANGELES RAILWAY POST NO. 541 AMERICAN LEGION

By LEO L. LEASMAN

Comrade Wm. (Bill) Christmas is getting along as well as can be after the slight set-back he had last week. He would be happy to see anyone who is connected with the company. He is in ward 9 at the San Fernando hospital. He was

night foreman, Mechanical Department, Division 1.

Sunday evening, December 10, at 7:30 p.m. at the theatre at Sawtelle our post is sponsoring a three-act western comedy for the boys at the hospital. This show will be put on through the courtesy of Fred McMullen, Motorman, Division 4, who is not eligible for our post but a very ardent supporter with his troupe from Manual Arts Dramatic Club.

Comrade Ben Towsley was elected as 2nd Vice Commander, and Sam Wickham was elected as Historian at our last meeting.

The post extends sincerest sympathies to the family of Ernest Blackwell who was a member of Hawthorne Post of the American Legion.

I am happy to state that our post made their quota again this year and we are hoping that we will be able to reach the highest membership we have ever attained. All of you comrades who are eligible talk to some one of our members and see for yourself the wonderful post we have.

RETIRED EMPLOYES

The regular monthly meeting of the Retired Men's Association was held in Room 309, main building, November 15, at 2 p.m.

Please take notice that in the future our meetings will be held on the second Thursday of each month at 2 p.m. We find that some of our members cannot be present on Wednesday, hence the change.

We were entertained by several vocal numbers and readings. Mrs. Frances Grant Colberg, vocal, piano and violin teacher, and also a composer, accompanied three of her talented pupils who gave us the following numbers: Miss Geneva Hall Daniels, who is well known in motion pictures, sang two classic numbers; Miss Carol Cady Wright, a young girl of only fourteen, sang two numbers, singing like an artist who has been trained for years. She

has a marvelous range, and took high "C" above high "A" and "C" with perfect ease; Miss Virginia DeHougue gave three readings which brought much applause. Miss DeHougue is a dramatic reader of note, both in opera and civics; Attorney E. J. Miller and Miss Metcalf sang two duets and a yodel, and Mr. M. E. Taylor, president of the Sunday Morning Breakfast Club, gave negro dialect stories for nearly half an hour. "Billy" Brown, who was present for the first time, said it was the best program he ever heard, and worth five dollars.

We hope that our members will turn out at these meetings, and help to make our association one to be remembered.

L. A. RY. VETERANS CLUB

By E. J. ROCHE, *Publicity Chairman*

The joint meeting of the club and its auxiliary held in Patriotic Hall Tuesday, November 14 was very successful and was enjoyed by a large number of members and friends.

The event of the evening was the presentation of the new badges, kindly donated by President P. B. Harris of the Los Angeles Railway to the officers of the auxiliary.

Following that ceremony there was entertainment after which all adjourned to the dining room where delicious light refreshments were served by the auxiliary.

The next meeting of the club, scheduled for 8:30 p.m., Tuesday, December 12 in Patriotic Hall, is the annual business meeting and election of officers.

All ex-service men, war time (any war) or peace time, including Veterans of the Allies, armed services during the World War, and including certain classes of U. S. National Guardsmen, are eligible for membership. The dues, as always, are only \$1.00 per year, and if paid now are credited to 1940.

Join at once and participate in

the election of officers for 1940, is my suggestion to all eligibles.

Incidentally, the LARY Veterans Club is the only organization of its kind in the entire United States.

VETS' CLUB AUXILIARY

We had a grand turnout at our last meeting and everyone enjoyed the entertainment and the refreshments which followed.

A chicken was raffled off during the evening, and was won by D. D. McClurg, president of the T.U.C.

Tickets are on sale now for three turkeys for Christmas, which will be raffled off at our next meeting Tuesday, December 12. All stubs and unsold tickets must be turned in at this meeting.

Election of officers will take place, and we expect our usual good attendance.

SQUARE AND COMPASS

Ladies' Night is an established custom with the club, and the officers of 1939 did themselves proud. After Brother Al Rex pronounced grace, we sat down to a well planned turkey dinner with all the trimmin's.

After dinner, with our tummies literally bursting, we enjoyed a real vaudeville show, a show that wouldn't have to take a back seat to any that have been presented in the past. Yes, brothers, orchids to your officers.

Bill Vejar acted as master of ceremonies and he did a right good job. The young lady acrobat was good, the xylophone duet, the orchestra, the impersonators, the magician, the balancing team, all were exceptional.

Raymond Smith, the "turkey raffle" man, proved once again that he knows how to manage that kind of affair; it was a tremendous success.

The only reflections we can make is that Les Sparks certainly embarrassed his young son, who was accompanied by his charming lady friend, by collecting all of the uneaten turkey at his table and wrapping it up to take home to the dog.

For The

BY PRUDENCE PENNY

Reg. U. S. Pat. Off.

A MERRY, Merry Christmas and the best of everything for you and yours in this New Year to come!

It won't be many days until you and I will again be thinking of feasting time. A dinner is not only as good as it looks but as good as it tastes. The proof of the pudding is in the eating! And, if you choose to serve the proverbial Plum Pudding this Christmas, you will certainly have plenty of proof of the enjoyment from your guests and family.

Do you suppose we would be exaggerating if we claimed that there are at least one hundred different recipes for this particular dessert? It seems that this is not an overstatement. However, with any number of them, we defy you to find one that is more tasty and delicious than the one given below.

PLUM PUDDING

- ½ cup finely chopped suet
- ½ cup milk
- ½ cup molasses
- 2 eggs, slightly beaten
- 3 cups sifted flour
- 1 teaspoon soda
- ½ teaspoon salt
- 1 teaspoon each, cinnamon, cloves and nutmeg
- ½ cup sherry or fruit juice
- 2 tablespoons grated lemon peel
- 2 tablespoons grated orange peel
- ¼ pound citron
- 1 package seeded raisins
- ½ cup dates, cut fine
- ½ cup walnuts or pecans
- 1½ cups currants or candied cherries and pineapple.

Mix suet with the eggs, milk and molasses. To this, add the fruit and nuts. Sift flour, measure, then sift again with soda, salt and spices. Blend in the flour with the first mixture.

Divide into three batches. Take heavy pieces of muslin or long-cloth, flour well on the inside, add the batter and tie tightly with good, stout string. Have water boiling, drop in the puddings and boil for two hours. When ready to serve, if the pudding has been made several days in advance, drop bag into boiling water and boil for 45 minutes, then remove from bag, place on a platter and surround with cubes of sugar that have been dipped in brandy and lighted. Serve with any desired sauce.

If preferred the pudding may be steamed. Put into well-greased pudding molds (coffee cans or large baking powder cans may be used instead.) filling them two-thirds full. Cover cans, or if no covers are available, tie three thicknesses of wax paper over the top. Set them on a trivet in a kettle that has a tight cover, pour in boiling water to come about half way up the molds, cover and boil for two hours.

Note: A plum pudding is sometimes served with both hard sauce and liquid sauce, or you may choose either one that is desired. For a variety of sauces, drop into our office and ask for the bulletin on Pudding Sauces.

The latch string at our office is out, for you to see our new modern 1940 kitchen. Won't you come in and enjoy this beauty with us?

SPICED FIGS

Boil 15 figs 5 minutes in water to cover. Drain and stick 2 cloves in each fig. Combine:

- 1 cup grape juice
- 1 cup cider
- 1 cup sugar
- 1 cup water
- 2-4 in. stick cinnamon
- 1 tablespoonful whole allspice.

Boil 5 minutes. Add figs and boil covered 25 to 30 minutes. Serve cold or pack in jars. Makes about 3 pints.

Ladies

It is with great pride that Ann Shirley displays the delectable looking Plum Pudding she has prepared for Christmas Day feasting. Ann says the work it takes to make the dessert is more than worth it when she sees the look of delight on Husband John Payne's face as he tastes it. You will find the recipes for this delicacy elsewhere on this page.



PEACE ON EARTH, GOOD WILL TOWARD MEN

How joyous we sing these beautiful words this Christmas, rejoicing as we sing that we do have peace, if not on earth, at least in our own great country.

This is the season of song and color. The stores have their gaily dressed windows and beautifully decorated interiors, while the streets are bright with lighted trees and festoons of colored lights. In our homes trees will be decorated, gay wreaths in the windows, candles, holly, and evergreens will be lavishly used, transforming even humble rooms to beauty.

From our kitchens will come

tantalizing aromas, spice, nuts, and fruit combined into sumptuous holiday foods. From our radios will come the most joyous of all music—Christmas Carols; and from us to all of you, the very Merriest Christmas and the Happiest New Year you have ever had.

FRUIT SALAD

2 pkgs. cream cheese
1 can pineapple sticks cubed
1 small bottle cherries, whole
1 cup Pecans chopped
1 cup Mayonnaise
1 cup whipped cream
1 teasp. Worcestershire
Sauce

About 2 tablespoonsful
chopped green pepper

Break cheese with fork. Add pineapple and cherries, nuts and pepper. Mix well and then add Worcestershire Sauce, Mayonnaise and last, cream. Freeze 4 to 5 hours.

SPICED CRANBERRIES

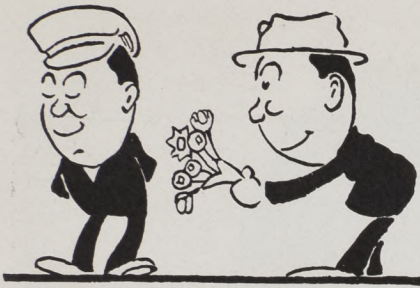
8 cups prepared berries
6 cups sugar
4 cups water
1 teasp. cinnamon
 $\frac{1}{2}$ teasp. ground cloves

Cook berries in water for 8 to 10 minutes. Add spice and sugar, stirring constantly until it jells. Pour in glasses and cover with paraffin.

SNOW BALLS

6 tablesp. water
 $\frac{2}{3}$ cup Pet Milk
 $\frac{1}{4}$ cup sugar
 $\frac{1}{4}$ cup sugar
2 cups cooked rice

Stir in 2 slightly beaten egg yolks and cook in double boiler until mixture thickens! let cool. Add to cool rice mixture $\frac{1}{2}$ teas. lemon extract. Put on a shallow pan 6 slices pineapple, 1 marshmallow on each, which will cover holes; cover with mound of rice. Beat egg whites stiff while adding $\frac{1}{4}$ cup sugar. Spread on rice but don't cover edges. Bake in 300° oven until golden brown.



RIDERS'

VERY WELL QUALIFIED . . .

"I realize that every firm or corporation having a large staff of employees engaged in serving the public receives from time to time from its patrons letters of complaint regarding some discourtesy or other cause of grievance either actual or imaginary on the part of the personnel and have no reason to believe that the Los Angeles Railway Corporation is any exception. However, with this realization comes an established conviction that the employe, who, in the performance of duty, renders services of an unusual nature or shows inclinations which extend beyond the expectations of the traveling public, is equally as deserving of a recognition of his merit as the individual delinquent in the discharge of his expected responsibilities may be of criticism.

"With this thought in mind I would commend to your attention the services of Conductor 2232 (*D. F. Pickett*, Div. 4) on the "A" line, a portion of which I ride very frequently.

"On several occasions have observed his rather exceptional capacity for dealing with suddenly arising, unusual situations, which necessitate discrimination and quickly formulated judgment and which to many might prove unduly embarrassing. Under such circumstances, however, he always displays a finesse which is indeed a credit to the company, a discreetness which commands the immediate respect of the passenger and a poise and assurance which serve to maintain the dignity not only of himself but of his job.

"In addition, have noted in his regular routine operations a willingness to go beyond the line of duty whenever the occasion demands, a readiness to give information, completely and cheerfully, an anxiety to render timely assistance to the aged and infirm and a disposition to extend courtesy, consideration and kindness at all times.

"Such qualities and inclinations in my opinion are deserving of a high commendation and justify the recognition of

which they are worthy, on the part of both employer and patron.

R. B. ROSE,
918½ N. Beaudry Ave.,
Los Angeles.

KINDNESS SHOWN . . .

"I congratulate you on having such a nice conductor as No. 308 (*E. A. Moxley*, Div. 5). An old blind gentleman boarded car 914 at 5th and Vermont. After paying his fare, 308 escorted him to a seat. At 35th Street, about 3:40 or 3:45, the poor old gentleman trying to get off, too many cars along side the street car, conductor 308 escorted the poor blind gentleman across the street. While I said nothing to 308 I surely thought it best I ever have seen. I want to thank 308 through you."

CHAS. SEEBERG,
3990 S. Vermont Ave.,
Los Angeles.

VERY, VERY FINE . . .

"I write to report the courteous and thoughtful attention of the conductor on Wilshire bus 1002, Friday, November 17 reaching 5th and Hill at 5:30. (*A. E. Chrysler, Jr.*)

"This conductor assisted two quite elderly ladies to enter the bus at Rampart and then was most thoughtful in helping us off at 5th and Hill, and I feel that I owe him a word of sincere appreciation. I am quite sure the bus number was 1002, but however, the bus reached 5th and Hill at 5:30. I will take this opportunity to tell you that I find the conductors on both street cars and buses as a rule helpful in entering and leaving cars and I appreciate this attention."

MRS. J. C. MATHEWS,
1821 S. Westmoreland
Los Angeles.

QUALITIES THAT COUNT . . .

"I wish to express my appreciation of the courtesy of Conductor No. 1723 (*E. L. Hulberg*, Div. 3) on your "W" car. He let me ride on the promise of paying my fare later. I had left my purse at home and had to get to my destination as quickly as possible.

"He had that unusual ability of holding his position firmly but with poise that would not be imposed on. He offered to let me off but I told him I didn't have time to return for my purse and meet my obligation.

"He let me ride. I am an elderly woman and have ridden nearly forty years on the yellow cars—always meeting courteous men in your service."

MRS. E. GRECC,
No address shown.

HONESTY IS DEEPLY APPRECIATED . . .

"Dear Mr. J. L. Tinsley: (*Cap No. 2842, Div. 4*)

I want to thank you sincerely for turning my pocketbook into the Lost Article Department of the L. A. Railway last Saturday. I was overjoyed when I found out by telephone that it was downtown, but I was more than thankful when I found all the money in it intact. It meant a great deal to me.

"Although they could not give me your address, they assured me that by writing to the company you would receive this letter. I certainly hope you do because I wanted to let you know that your honesty was deeply appreciated."

MRS. E. GIMBY,
347 E. 84th Place,
Los Angeles.

REMARKS



"PLEASANT," "COURTEOUS" AND "CAREFUL" . . .

"I wish to call your attention, for commendation, motor bus operator number 767 (*F. E. Epp*, Wilshire).

"I boarded his bus at 8th and Hill streets last Friday morning about 11:35 and observed him all the way out to Fairfax Avenue.

"He was constantly pleasant, careful and courteous."

DORA C. BERKSHIRE,
14959 Sherman Way,
Van Nuys, Calif.

GOOD SERVICE . . .

"I want to take this opportunity of congratulating you on having a conductor—1716—(*E. D. Walters*, Div. 3) on the "N" line who not only has your interest at heart but also is sincerely interested in situations that come up beyond one's control.

"On November 8, I boarded his street car in a hurry and found that I had no money with which to pay my fare. Your conductor naturally could not accept my ride gratis. He accepted my explanation, however, and offered me the loan of a token which he placed in his box, which meant that he had to pay for that token.

"I do not know this conductor's name but I do appreciate his courtesy and diplomacy. I ask you please to return this token to him and I am happy to commend his services to you as not only efficient in your interest but diplomatic in the handling of the public. I imagine that these gentlemen have a great deal to put up with."

H. D. UPDIKE,
Los Angeles.
849 S. Normandie Ave.,

ORCHIDS TO MOTORMAN 25 . . .

"Orchids to your Motorman 25 (*M. L. White*, Div. 3) on car No. 5 for calling each street and when stopping would say at each stop, "Watch your step, please," and "Look out for the automobiles."

BEN L. HOLLAND
238 E. 74th St.,
Los Angeles.

From Our Mail Sack Also Come Letters of Commendation to . . .

TRAINMEN

D. F. Albert, Div. 1.
J. W. Allen, Div. 3.
E. R. Auffart, Div. 4.
H. A. Axtell, Div. 1.
L. A. Bagley, Div. 4.
W. Bestwick, Div. 3.
W. G. Brooks, Div. 4.
C. P. Brown, Div. 5.
X. Bryan, Div. 5.
E. A. Burgess, Div. 4.
L. T. Campbell, Div. 5.
J. L. Carroll, Div. 4.
H. P. Casebier, Div. 5.
C. C. Collins, Div. 4.
R. L. Conger, Div. 4.
F. A. Conklin, Div. 3.
C. C. Dalzell, Div. 3.
J. H. Demaree, Div. 3.
W. C. Depp, Div. 4.
L. G. Drake, Div. 5.
W. G. Dugger, Div. 5.
L. F. Eastman, Div. 3.
N. Flanagan, Div. 4.
C. F. Flowers, Div. 5.
E. E. Fogle, Div. 3.
E. W. Garrett, Div. 4.
N. A. Helfrich, Div. 5.
M. L. Hersom, Div. 3.

J. T. Horner, Div. 1.
G. D. Howard, Div. 4.
E. L. Hulberg, Div. 3.
R. H. Ison, Div. 1.
H. J. Kees, Div. 4.
G. R. King, Div. 1.
T. R. Latham, Div. 4.
L. L. Leasman, Div. 4.
S. E. Lusby, Div. 5.
W. V. McCafferty, Div. 1.
J. W. Micciche, Div. 1.
F. Monaghan, Div. 5.
F. B. Moreland, Div. 4.
J. E. O'Connor, Div. 3.
G. O. Overland, Div. 1.
E. W. Park, Div. 1.
S. J. Pontius, Div. 1.
D. F. Pickett, Div. 4.
R. G. Prichett, Div. 4.
O. E. Reed, Div. 4.
H. Russell, Div. 5.
D. W. Ryan, Div. 5.
W. H. Schroeder, Div. 5.
E. A. Sears, Div. 1.
G. Seed, Div. 1.
J. W. Segger, Div. 5.
H. D. Shier, Div. 4.
C. V. Smith, Div. 1.
J. Stephany, Jr., Div. 1.
M. H. Swanson, Div. 4.
V. W. Thomas, Div. 4.
T. H. Thoming, Div. 4.
L. H. Thompson, Div. 4.
W. P. Trabue, Div. 3.
W. M. Weems, Div. 4.
M. L. White, Div. 3.
L. W. Wilson, Div. 1.
T. A. Wilson, Div. 5.

OPERATORS

W. Blair, Florence-Soto
M. Brazil, Sunset
R. D. Crandall, Sunset
E. C. Fedderson, Normandie
D. L. Gladwell, Alvarado
A. J. Grode, Normandie
R. F. Smith, Manchester
R. J. Sullivan, Alvarado
C. E. Tatum, Beverly

NEW BOOKS IN THE LIBRARY

November

ADDRESSES ON THE TRANSIT INDUSTRY

AT THE TURN OF THE DECADE. Charles Gordon 1939. Mr. Gordon, Managing Director of the American Transit Association, reviews the significant events that have influenced the transit industry during the last decade. He touches particularly upon two events that he feels are going to exert a good influence upon the industry's future. One, the Federal Motor Carrier Act of 1935 and, the other, adoption by the A.T.A. of its Code of Fundamental Principles and Standards of Business Practice.

RIDING ON RUBBER RAILS. Charles Gordon. 1939. Out of the research work and the development of the P.C.C. Car have come certain interesting improvements in rail truck design and possibilities for further improvements which may be applicable to other rail vehicles including high speed rail equipment. Mr. Gordon points out some of the reasons for the conclusion that the use of rubber on rail vehicles offers great advantages of interest to all railroad men.

TRAFFIC CHECKS

ON ESTIMATING STREET TRAFFIC BY MEANS OF EXTREMELY SHORT COUNTS. Vickery. 1939. The author advocates shortening the counts and spacing them at intervals over the entire day instead of counting continuously at a given point for a period of four hours. He says that though the reliability of each particular count is shortened the reliability of the estimate of traffic for the whole day is increased.

TRAFFIC SAFETY

ANNUAL REPORT OF THE LOS ANGELES SAFETY COUNCIL. 1938-1939. STATE AND COMMUNITY ORGANIZATION FOR SAFETY. National Safety Council. Pamphlet giving general principles of traffic safety, describes a typical state safety council and program of activities, and the relation of county and city councils.

SIGNS OF SAFETY. National Safety Council. 1937. A compilation of 250 prize winning safety slogans.

PEDESTRIAN PROTECTION. American Automobile Association. 1939. A booklet on the pedestrian accident problem. A section which should be

NEW BOOKS

IN THE LIBRARY

Suggested Children's Books for Christmas.

(Courtesy Fowler Bros. Book Shop.)

GIRLS

- Mei Li. Thomas Handforth. \$2.00.
Other People's Houses. Margery Bianco, \$2.00.
Pollyana's Golden Horse Shoe. Elizabeth Borton, \$2.00.
Thimble Summer. Elizabeth Enright, \$2.00.
The Singing Tree. Kate Seredy, \$2.00.

BOYS

- Past the End of the Pavement. Charles G. Finney, \$2.00.
The Dark Horse. Will James, \$2.50.
Boy Scouts Year Book. Edited by Franklin K. Matthews, \$2.00.

BOYS AND GIRLS

- Ozoplaning with the Wizard of Oz. Ruth Plumly Thompson, \$1.50.
Yonder the Golden Gate. Ada Clare Darby, \$2.00.
Seeing the Unseen. Robert Disraeli, \$2.50.
I Lived with the Eskimos. Sidney R. Montague, \$2.00.
Ben and Me. Robert Lawson, \$1.50.
Little Toot. Hardie Gramatky, \$1.50.
Pinocchio. Walt Disney Version, \$1.00.

of particular interest to transit companies deals with the importance of street car safety zones or loading islands on heavy traffic streets and at points of heavy passenger volume. The booklet urges that attention be given to proper construction and particularly to lighting zones so as to provide the fullest protection to the passengers and to minimize the probability of accidents through colliding automobiles.

MOTOR COACH SAFETY REGULATIONS

MOTOR CARRIER SAFETY REGULATIONS. Interstate Commerce Commission. 1939 ed. revised. Rules and regulations governing qualifications of employes and safety of operation and equipment of common carriers and contract carriers.

CIVIL ENGINEERING

TRANSACTIONS OF THE AMERICAN SOCIETY OF CIVIL ENGINEERS. 1939. Four articles on traffic problems which appear in the new issue of the PROCEEDINGS of the ASCE: "Causes of Failure in Handling Traffic"
"Remedies to Relieve Traffic Congestion"
"Improvements to Reduce Traffic Accidents"
"Economics of Alignment, Grade and Width"

NEW CODES

CALIFORNIA LABOR CODE. As amended in 1939.

HOFF'S ELECTRICAL CODE. 1939.

STANDARDS & SPECIFICATIONS

RUBBER INSULATED WIRE AND CABLE. Anaconda. 1939.

SEAMLESS TUBULAR PRODUCTS: alloy and carbon steels. American Society for Testing Materials.

FLOOD CONTROL

FLOOD CONTROL AND WATER PROBLEMS IN SAN DIEGO COUNTY. 1939. Report by the Citizen's Committee to the Board of Supervisors.

ANNUAL REPORT ON ELECTRICAL POWER

ANNUAL REPORT FOR 1938 OF USE OF ELECTRIC ENERGY IN THE CITY OF LOS ANGELES AND METROPOLITAN AREA. 1939.

RECREATIONAL READING

AVIATION: Soaring Wings; a biography of Amelia Earhart. George Palmer Putnam. 1939.

ASTRONOMY: The Glass Giant of Palomar. David O. Woodbury. An account of the building and purpose of the great Palomar telescope and something of the historic background of American astronomy.

NEWS FROM LARY SICK FOLKS

By R. A. PIERSON,

Superintendent of Personnel

During the month of October there were 18 employes confined to the hospital, which represents 142 hospital days. The cost of the hospital service was \$824.00.

Regret to report the deaths of two employes and the death of the wife of one employe during the month of October. 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.

During the month of October there were 202 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

*Frank
Wilburn
(Claim Dept.)
and
Friend.*



*(Mr. Wilburn
claims he
landed this
fish in
6 minutes.
This statement
is not certified
by
Two Bells.)*

"Why do you rise so early in the morning?"

"I have to get down town early in order to find a parking space for my car."

"But do you not have a good deal of time hanging on your hands?"

"Oh, then I take a street car home and have breakfast."

"I'm a football player and I want my photo taken."

"Full face?"

"No, half back."

*Presenting
the new
streamlined
Coaches
which have
replaced
the "P"
line
streetcars.
Streetcars.*



These new Coaches are powered with 12 cylinder engines of 681 cubic inch displacement, enabling them to negotiate steep grades with ease.



*"We appreciate
salesmanship,
Mr. Pottle, but
don't you
think it's a bit
unsporting
to collect
a fare
from
your conductor
each trip?"*



OUR SCRIBES TELL US



Conductor (Div. 1) Edward Delmar has evidently sold our service to Mrs. Delmar and baby Kathleen Findlater, daughter of R. W. Findlater, South Park Shops.



Division One

R. C. RUGGLES

The Safety Meetings held at our Division on November 14 were well attended and those who had the opportunity to be there felt repaid by hearing many interesting and important subjects discussed by L. L. Wimberly, Superintendent of Transportation, and John Collins, Superintendent of Safety.

The subjects covered were increase in accidents, discourtesy complaints, careless appearance, lack of interest and failure to get names of witnesses, and the importance of improved service records. If the suggestions given to us are followed we will find

our work much easier, especially during the next month when Christmas shoppers will be on the streets, cars, and in autos. If we will practice more tolerance during this time and a little extra courtesy, we will come through with credit to ourselves and have the good will of the public.

Rainy weather may play a part during the holidays, so don't forget Safety First, operate your car according to track and other conditions, and save yourself and others trouble and worry.

W. D. Smiley, Switchman, had the misfortune to sprain his ankle while on duty in the yard.

Conductor J. E. Davis is on the sick list, having undergone an appendix operation.

L. Childress, who has a new Chevrolet, was the victim of a thief who cut the window in the car and took both money and passes.

A number of our office force have been on their vacations. Mr. Evans went to Arrowhead, Mr. McArthur to Georgia, Miss Goldstrass finished her vacation which had been interrupted, Mr. Brennan and Mr. Burnett passed the time at home.

We were shocked and grieved on November 10 to hear of the passing of C. J. Adolfson, who had been a Switchman at Division 1 and later a Flagman.

L. Christofferson has been off duty for some time, having had a tumor on his throat removed.

Deer meat has been quite evident at our Division the past month thanks to Conductor W. D. Huse, who went to Utah, and Motorman C. P. Moore who went to Wyoming.

Our first game of the basketball season was played with Division 3, and Conductor K. H. Theden had the misfortune to break a finger. We lost the game 33-20. In our second game played on November 15 with Division 4, we lost once again but we are still hoping.

Motorman G. E. Thomas is giving us the "high hat" due to the fact that he is grandfather for the second time, his youngest daughter, Mrs. Allister, having a 7-pound girl—Carol Lee.

Many of the old timers will remember Bill Bailey, a former Motorman at our Division. We hear that he is now postmaster at Yucaipa.



Motorman Andy Sybert (Div. 5) bagged this 225-pound four pointer at Cedar City, Utah.



ELECTRICAL



WALTER WHITESIDE

December, the month of the year we have all looked forward to; the festivities around the Christmas tree, seeing in the New Year, making plans for 1940 and other such holiday goings-on, but first let us not forget and pass over December 12 too lightly.

In rounding out the year in the department we find that a few of the fellows were fortunate enough to be able to purchase new automobiles while others had to get along with a second hand car, or the old one was put in shape for a few more months. Two or three of the boys set up accounts with the tax assessor due to the purchase of new homes. Speaking of new homes we had some start, some increase and some crashed, but be that as it may, the majority will look back on '39 as a pretty good year even if we couldn't make up our minds which Thanksgiving to celebrate.

We know its a thrill to get a new car or a new home, but just the same we believe that '39 will also hold some swell vacation memories that will not be forgotten for a long, long time. It would be hard to say definitely which person had the best time, but I believe that James Rose's would rival anyone's. To pick out the champion fisherman would also be very difficult and we won't attempt to select him, but judging from a picture of Nels Lane in this issue we are sure that he comes in for some kind of honors.

Virgil & Santa Monica Coach



L. S. HENDRICKS

The first Safety meeting of 1939 was held in the Virgil trainroom

on Thursday, November 9, at 8 p.m. Two hundred or more operators attended. Incidentally, this was the largest attendance at any Safety meeting ever held by the Motor Coach. Speakers were Mr. Patton, Mr. Canning and Mr. T. K. Newen, head of Safety reorganization.

This month of November will see some forty operators at Virgil pass the five year mark.

Operator C. E. Lidamore has returned to duty after a tonsillectomy.

Any coach operator who has the idea he can build better schedules than we have now should, without delay, join the Transportation school held each Monday night at 7:30 p.m. at the Pacific Electric Building. Mr. D. D. Canning is our instructor, and many hidden questions of transportation are brought out into the light and explained thoroughly.

Operator J. D. Marshall has returned from a 30-day visit in Omaha, Nebraska.

As basketball swings into its stride we find that Virgil Division or Coach team wins the first start. Manager Merle Tudor would like to see a better turn-out at practice and requests a little support for team when they have a game.

Wayne Gilland and Paul Patterson, star golfers from Virgil, would like to play a little best ball with any challengers from Los Angeles Railway.

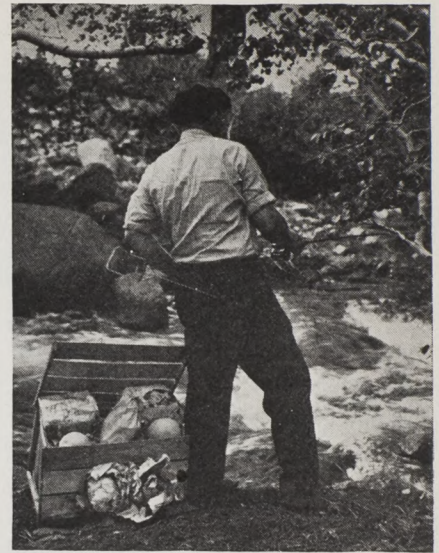
Operators Barnes, Stearns, Mueller, Hendricks, and a few others should see Chester Hubbard (wash-rack foreman) as he claims that after being bald some twenty years he can grow hair and is doing it.



Division Three

L. VOLNER

When one of our fellow trainmen is gifted along certain lines, all of his friends are very proud of the fact and wish for him the utmost success. Such is the case of one of



Absolutely unrehearsed shot of Nels Lane (Electrical) and a big one just before it got away!

our popular conductors, Mr. O. C. White. Mr. White, a native of Oklahoma, has been with the Los Angeles Railway since 1925, and we have just learned that he had another hobby, other than that of collecting transfers, tokens and cash. Mr. White is a songwriter, both words and music, and at the present time has several of his numbers on the market, namely: "Moonlight Blues," "Alone With You," "I Know My Mother Waits for Me," "Dog House Blues," and "Gee! Gee! You've Got Me Guessing." Any employe of the Los Angeles Railway may obtain a free copy of any of the above songs by writing to Mr. White at 260 S. Avenue 57, or to Division 3.

He is now working on some more numbers: "Put Over," "Here Today and Gone Tomorrow," and "America For Me," which he also hopes to be ready for the market in a short time. (Irving Berlin had better look to his laurels.)

What do you think! In these days when most of us have to cash our checks immediately to pay up our pressing accounts, one of our number had to be reminded to cash his check, as the office wished to balance their books. During November Clerk Herter told Motorman M. J. Sherman that the main office would like

for him to cash a check he had received during March so that they could balance their books. Mr. Sherman had forgotten about same, but said he would see if he could find it. In looking in every place where he thought his check might be, he found it tucked in the pocket of his checkbook, and says he is just that much better off than he thought he was. How's chances of borrowing a little, "M. J."?

Carpenters and painters have been at work in our building and have made many improvements. Mrs. Walden has a new floor in her office—the storage room has been remodeled—new tops have been put on the desks over the lockers, upon which the schedules are copied.

Mr. G. MacMillan is making quite a trip, having gone to Boston, Mass., for a visit with his parents.

On November 15 it was the pleasure of this division to hear some very fine discussions on the proper operation of a street car and the prevention of accidents. On that date a series of meetings were held, so that every trainman would be able to attend one of them. Mr. John Collins of the Safety Bureau very ably told us the easy way, which is the safe and proper way to operate, while Mr. L. L. Wimberly, Superintendent of Transportation, gave many statistics of the various kinds of accidents and the standings of all the divisions. Mr. C. E. Morgan, Manager of Operations, was also at the meeting and, as usual, his discussion was greatly appreciated.



F. ARLEIGH FRAZIER

Hearing the news that C. L. Nickels won the booby prize at the Women's Club this month we are wondering if "Si" Watts, who first won low prize then played for first prize and won last month, hadn't

better get in a goodly lot of practice in 500 and really make a good showing.

Mr. Watts reports that he has found a potential Bing Crosby the second, in W. W. Huskey. He has the necessary rainbow shirt so now all he has to do is to croon.

D. Jackson, or Ferdinand of the Shops, says his favorite hobby is just lying under a tree and reading. Well, improvement of mind is a good thing.

Paul Abbey has a double barrel shotgun for sale cheap—it is worth about five dollars but says he will take fifteen.

W. Savoy lately raffled off a portable radio that only weighed four pounds he said. Is it called the 'Ladies' Handbag Special'?

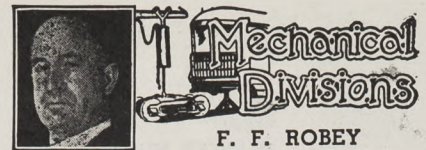
Louis Myers who has a new home in the Southwest, and also a new lawn, believes he is raising the largest gophers extant. Too bad, but why not start a new delicacy to rival frog legs and have gopher whiskers or sumpin'.

This weather propheting is still not satisfactory, according to all reports. Bill Atkinson says the Smiths are not accurate enough, so he is urging you to sign his petition to reinstate M. Bradley as High and Mighty Forecaster of the Elements.

My, oh my, some of the men have started early season training in the art of making the turkey disappear!

"How many times do I have to tell you I'm not getting on—I direct traffic at this corner!"

—
Guy Gifford



F. F. ROBEY

Division One

Jack Lockhard, the handsome and hard-to-get young man, has finally decided to get married. Miss Virginia Ellen will be the lucky lady. We say, that's starting the New Year right, Jack.

Several men from the Mechanical Department have visited "Bill" Christmas in the U. S. Veterans Hospital in San Fernando, and reported that "Bill" is in good physical condition and is on the road to recovery.

Division Two

Mechanical Street Inspectors are all attending school for Equipment Instructions and claim they are getting some valuable information that will help them in their work.

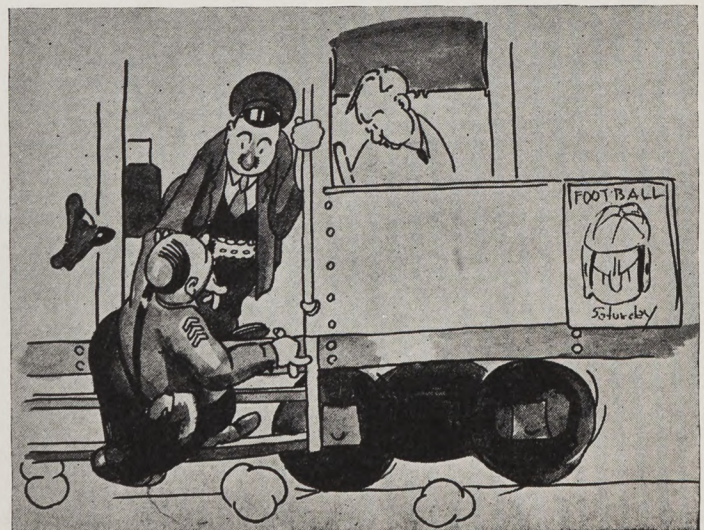
The Mechanical Inspectors say they will have to add to their equipment a street guide and information book, since they have been put into uniform. Merry Christmas to all.

Division Three

Boyd Walters returned to work feeling a lot better.

Phil Lathrop had his tonsils removed.

C. Binkiewicz is off with bones broken in his hand.



V. Cook sprained his ankle.

A. Pabst toured to New Mexico for his vacation.

W. Wright says he had a swell time on his vacation.

Have you noticed that smile and chest expansion on T. G. Hubbard? Well, it's because he is grandpa now.

Division Four

Clyde Holland is on the injury list with a lacerated finger.

C. C. Parker had two stitches taken in his forehead as a result of an injury sustained while applying an equipment cover on a Type "P" car.

Mrs. Tom Whitaker went to the hospital when she fell and injured her knee and chest.

Clarence Nokes is in the St. Vincent Hospital recovering from a major operation.

R. W. Scudder has been off several days with a sprained back.

Owen Weiser returned from his late vacation just resting and visiting the local points of interest.

J. J. Inman has purchased a late 1934 Chevrolet sedan.

Division Five

O. E. Schneider has the rip track in a buzz over that 1937 Studebaker he bought.

The newly wedded couple, Tom and Mrs. Lambert, were having breakfast the other morning and Tom asked he why she had put mustard on the waffles. Her reply was, "Tommy, that isn't a waffle. That is a pumpkin pie for your lunch."

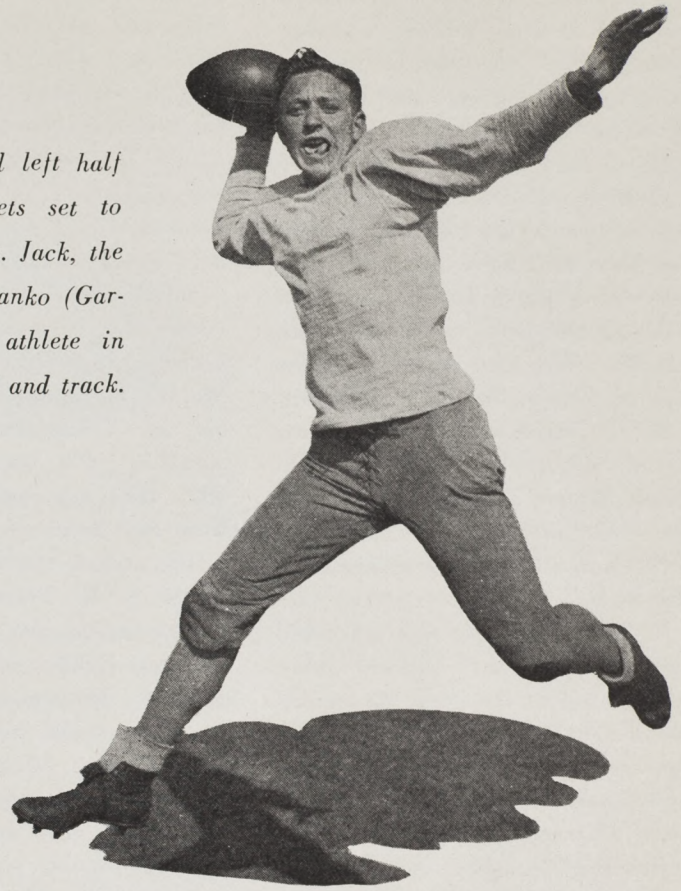
Clerk Fulton has been busy these days off and evenings constructing one of those overhead power saws.

Basil Allen is still gumming his food. He says that the store teeth are coming around the Horn.

Jim James is still on the sick list. We are hoping to see him back on the job soon.

The boys are wondering how Mel Graham got that long scratch on the side of his face. Just won't tell.

Bell High School left half Jack Bosanko gets set to heave a long one. Jack, the son of Percy Bosanko (Garage) is a star athlete in football, baseball and track.



**16th Street
Coach**

CHARLES H. HARDY

L. P. Leonard and his wife returned from a vacation trip covering 12 states and 6200 miles in a little over two weeks. The trip was most enjoyable with fine weather all the way and no punctures. L. R. Cook also returned from a 30 day trip visiting relatives in Kansas.

S. E. Moxon is back with us, having recovered from a major operation.

Fred Shafer is getting along fine as our new relief supervisor. Keep up the good work, Fred.

When J. I. Peters made a stop at Washington and Central on his way home after work at 2 a.m. recently a hold-up artist reached in through the back door of the auto and relieved him of his watch and wallet. H. D. Smith repairing his car at home the other day laid his watch

and wallet on the seat. While his back was turned someone appropriated the watch.

In the keen competition between the Florence-Soto and Beverly lines in the reduction of accidents the Florence-Soto boys have taken the lead. We understand the Beverly operators are out to whittle down the accidents and regain their top place.

New men in this Division are A. L. King, R. C. Cromwell, W. E. Cooper, R. T. McDonald, A. G. Collins and B. B. Temple. The following car men from Division 4 are graduating to motor coaches: J. A. Hurzeler, W. R. Briscoe, E. C. Linton and W. W. Erickson. We welcome you to our Division and wish you success in your new work.

Messrs. Patton and Ballenger wish you and your families a Merry Christmas and a Happy New Year.

GARAGE

Many of the old timers failed to recognize Frank Yates when he vis-

ited the Garage recently. He is quite youthful looking without a moustache and is enjoying life among the grapes and peaches near Ontario. He misses his motorcycle.

Harry Lane has left us to take up a position with a mining and smelting company operating in Texas and Mexico. Harry Nordmark recently accepted a position with an auditing company in the Hawaiian Islands. We wish these boys the best of luck in their new positions.

M. B. Pearce is recovering from an operation. Benny Walters and Frank Bruner are also on the sick list. Ed Sullivan, Glen Powell and H. McConaha have just returned from sick leave.

N. Winston's home was ransacked recently. Feather pillows were dumped out in the quest for money but the only thing found missing was a cheap whisk broom. A new table radio and other articles of value were untouched.

Jim Buchan has recently become a full fledged American citizen. Congratulations Angus!

Our sympathies are extended to Joe Crawford and C. B. Lindsey who lost their fathers in the past month.

When Percy Bosanko's son Jack ran 70 yards to a touchdown for Bell High School playing Huntington Park, the proud father leaped out of the stands and raced down the sidelines cheering so loudly that he could not speak above a whisper the following week.

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



Division Four

C. J. KNITTLE

Once again it is our pleasure to wish you all a Merry Christmas and a Happy New Year.

This is a time for reflection. Many, perhaps, will look back on the passing year and audit their achieve-

ments and failures. In a literal sense they will sift the gold from the dross and then, standing the good soldiers alongside the bad, will see what their army of days has been worth. It is natural to find a degree of satisfaction in one's successes. To regard each failure as a caution or a lesson is wisdom.

Safety meetings were held at Division 4 on November 16. Mr. John Collins, Supervisor of Safety, and Mr. L. L. Wimberly, Superintendent of Transportation, were the speakers. 470 trainmen (of a possible 483) attended. The addresses were well received.

The orchids this month go to Motorman F. W. Preston who finished his twentieth year of Los Angeles Railway service on November 3rd. Also to Motorman C. J. Jackson who completed his twentieth year on November 10 and to Motorman J. R. Deenean who wound up his twenty-first year on November 9th. Congratulations, gentlemen.

The sincere sympathy of Division 4 trainmen and the Division office staff was extended to Foreman J. A. Madigan at the death of his mother on November 4th. The funeral was held November 8th and Mrs. Madigan was laid to rest in Calvary Cemetery. Among the many floral expressions was one from the Division 4 trainmen and another from the Division's office employees.

Added to this misfortune, Foreman Madigan's son, Joseph, 9, was removed to St. Vincent Hospital November 15 for examination, treatment, and possibly an operation for sinus trouble.

Conductor D. M. Lomax who underwent an operation for appendicitis on October 25 is up and around and recovering nicely.

Conductor R. T. Melton, graduate of the Angelus Temple Bible School, gives the following account of how he spent his one-week vacation: Spent first day (November 22) in Barstow. Preached. Journeyed to Salem, Nevada, next day to visit friends. Spent next three days hunt-

ing and hiking in desert and mountains but brought back more flowers than rabbits. Visited Boulder Dam and returned to preach at Barstow Sunday the 29th. A nice vacation, we would say.



Division Five

FRED MASON

Chalk one up for Supervisor Bill Maupin for being ahead of time. On Thursday, November 16, Bill was sitting out in the trainmen's room for a couple of hours during the afternoon waiting for the 2:00 p.m. meeting to start and noticing very little action, asked someone what time the meeting started, and was told that the first one would be at 10 a.m. Friday, the 17th. Oh well, it was his day off and he had quite a nice visit with several of the boys.

We are glad to see Conductor Frank Rainey back on the job after a forced layoff, the result of an accident while on a hunting trip. The first day of his vacation found him up north stalking the elusive deer when he stepped on a rock, severely twisting his ankle. He was a mile from camp at the time, and was forced to use his rifle for a crutch to get back to camp. He spent his week's vacation in bed and about six weeks on crutches.

Ex-motorman Louis Larsen, who is on the Special Roll, paid us a visit recently and we were very glad to see him. Louis has a nice little ranch in Bloomington, Calif., and is enjoying the best of health. If any of you are around his way, his address is 540 S. Alder Ave., Bloomington, and it is needless to say that he would be glad to see any of you.

Conductor Casey Jones, manager of our basketball team, is not at all perturbed at losing the first two games of the season. According to Casey it just creates the incentive to win just that many more before

the season is over. He is not at all disappointed and says, "When the boys begin to click they are going to be hard to beat, and then if beaten, they will have enjoyed the game just as much."

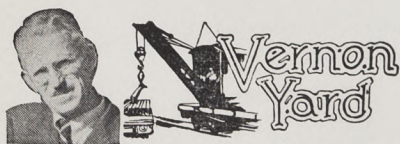
Motorman Herman Ihrig is back from a nice three week's vacation spent with friends and relatives at Melba, Idaho. "It's nice to go and it's sure nice to get back," says Herman.

Motorman A. L. Goodrich was called to Salem, Oregon, on account of a death in the family.

Conductor G. L. Jackson was also off for two weeks to make the trip to Panna, Ill., on account of the death of a relative.

When Motorman Andy Sybert got back from his deer hunting trip at Cedar City, Utah, he brought home the venison. A 225-lb. four pointer, with a horn spread of 26 inches, and a 150-pounder. And the steaks were delicious, Andy.

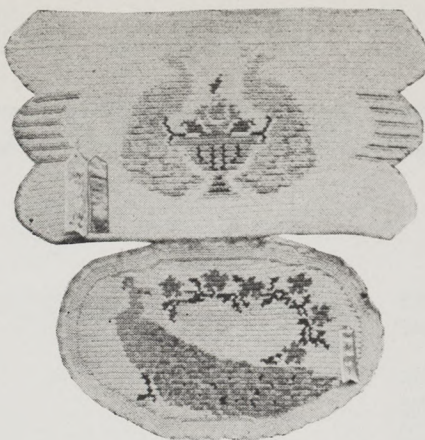
A letter was received by the editor of TWO BELLS from A. M. Wood who was employed at Division 5 as a trainman. On account of illness, Mr. Wood has retired from active service and through TWO BELLS he wishes to express his appreciation to the personnel, his friends and former associates in the service of the company for the many helpful and pleasant hours he spent among them. (We hope Mr. Wood will be feeling better and that the future years will hold much enjoyment for him.)



L. F. SPARKS

And now Christmas is well on the way with its cheerful holiday spirit. Let us find time to contribute something, however small, to the well being of orphans and the destitute.

Fred Barnes has returned to duty after a 90 day leave during which he toured the United States and



Numerous prizes have been won by these crocheted rugs made by Mrs. Bertie Mills, wife of R. W. Mills (Div. 5).

parts of Canada, taking in Quebec, Boston, New York, Washington, D. C., and returning through Cincinnati and Kansas City. Fred reports he covered 8500 miles and that the Packard worked to perfection, not even a puncture.

Austin Fleetwood took a belated vacation after having a successful eye operation. Fleet got a new Studebaker but saved it until after his local trips.

Track repairs have been made on Ascot where the W.P.A. put in storm drains. The tracks are being removed from West First Street where the bus line was put in the place of the West First Street car line.

The culverts in front of Divisions 1 and 4 have been rebuilt. And a concrete landing made at Rossmore and Beverly for bus passengers.

May you and yours enjoy a very Merry Christmas and a Happy New Year and a world of health during 1940.

APPRECIATION

Acknowledgments expressing appreciation for the sympathy extended them during their recent bereavements have been received by the Company from Henry E. King and Victor H. King; A. H. Wheeler family; and Mrs. Ina K. Miller.

PENSION ROLL

Albert Furber Baldwin, Flagman, Transportation Department, was retired effective October 22, 1939. Mr. Baldwin entered the service August 8, 1899, as Motorman Division 1, appointed Towerman, September 10, 1904, appointed Trafficman in April, 1932, appointed Flagman June 9, 1937. His present address is 3987 Brighton Ave., Los Angeles.

Harry E. Crooks, Motorman, Division 3, was placed on the Pension Roll, effective November 17, 1939. Mr. Crooks entered the service June 21, 1907, as Motorman, Division 3, appointed Flagman July 8, 1931, transferred to Motorman, Division 3, September 1, 1931. His present address is 2833 Gay St., Los Angeles.

DeLoos R. Greenfield, Conductor, Division 1, was placed on the Pension Roll, effective November 16, 1939. Mr. Greenfield entered the service June 3, 1912 as Motorman in the Way & Structures Department, appointed Motorman Division 1, September 5, 1917, and transferred to Conductor, Division 1, September 12, 1917. His present address is 1018 S. Townsend Ave., Los Angeles.

OBITUARY

Arthur H. Wheeler, Motorman, Division 1, died November 14, 1939. He was born in Baltimore, Maryland, November 8, 1889, and entered the service of this Company as Motorman Division 3, October 23, 1919. Mr. Wheeler is survived by his widow.

The wife of Paul H. Scott, Motorman Division 3, died November 15, 1939.

Ernest R. Blackwell, Motorman Division 5, died November 16, 1939. He was born in Detroit, Michigan, November 12, 1890, and was employed as Motorman Division 5, January 11, 1921. Mr. Blackwell is survived by his widow.

The wife of Henry E. King, Assistant Engineer in the Valuation Department, died November 7, 1939.

LARY HOMES WELL DISTRIBUTED THROUGHOUT CITY

RESIDENCE LOCATIONS

OF EMPLOYEES OF THE LOS ANGELES RAILWAY
AND LOS ANGELES MOTOR COACH COMPANY

EACH CIRCLE ○ REPRESENTS THE RESIDENCE OF ONE EMPLOYEE
WHEN THE RESIDENCES IN AN AREA ARE TOO NUMEROUS
TO BE SHOWN BY INDIVIDUAL CIRCLES ○ THEY ARE INDICATED
BY A FIGURE (100) SURROUNDED BY SMALL DOTS ● TO SHOW THE
NUMBER OF RESIDENCES WITHIN THE AREA OF THE SMALL DOTS

— RAIL LINES - - - - COACH LINES

LOS ANGELES RAILWAY CORPORATION RESEARCH DEPARTMENT-NOVEMBER 1939

