



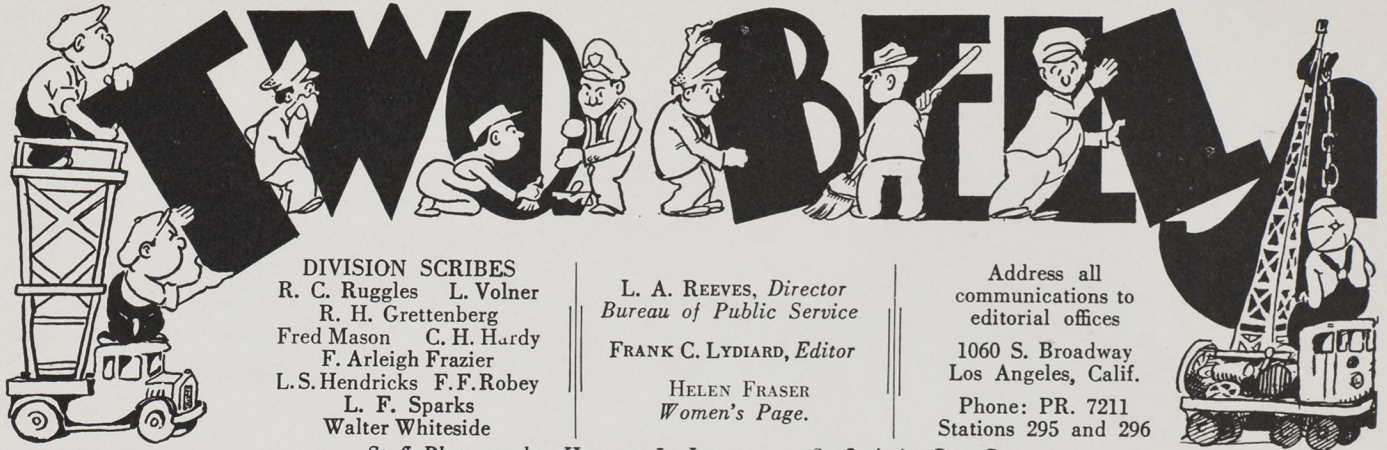


N O Ë L

In the realization that the Railway's success is but a reflection of yours, and that only conscientious intelligent effort can win and hold the respect and friendship of those we are privileged to serve, I look back with appreciation and pride upon a year rich in pleasant associations with staunch friends old and new.

To you I extend sincere good wishes that yours will be a most Merry Christmas, and that 1941 will bring you full measures of Happiness and Prosperity.

*H. H. Harris*



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L. A. REEVES, *Director*  
 Bureau of Public Service

FRANK C. LYDIARD, *Editor*

HELEN FRASER  
*Women's Page.*

Address all  
 communications to  
 editorial offices

1060 S. Broadway  
 Los Angeles, Calif.

Phone: PR. 7211  
 Stations 295 and 296

*Staff Photographer* HOWARD L. JONES

*Staff Artist* GUY GIFFORD

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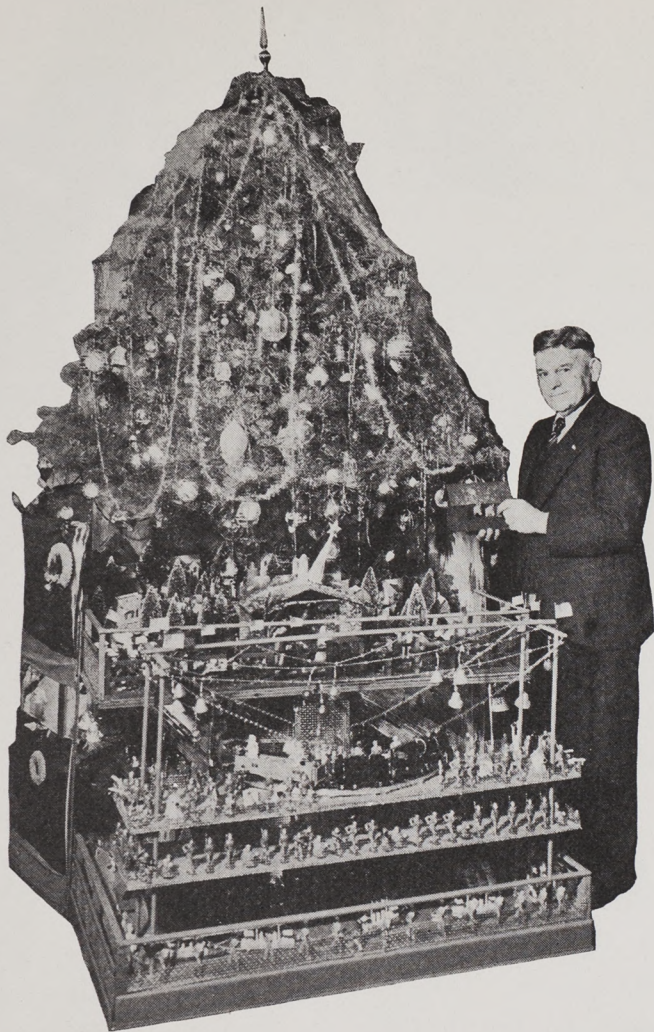
NUMBER 11

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### LARY REVENUE FOR OCTOBER OPERATING RESULTS OCTOBER, 1940 vs. OCTOBER, 1939

	1940	1939	1940 Increase+ Decrease— Over 1939
<b>TOTAL RECEIPTS:</b> (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.) .....	1,078,504	1,112,469	— 33,965
<b>Less:</b>			
<b>OPERATING EXPENSES</b> (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) .....	944,701	965,660	— 20,959
<b>TAXES</b> (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance) .....	83,108	77,811	+ 5,297
<b>INTEREST CHARGES</b> (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates) .....	66,711	67,876	— 1,165
<b>Total Expenses</b> .....	1,094,520	1,111,347	— 16,827
<b>Leaves Net Profit or Loss</b> .....	— 16,016	+ 1,122	— 17,138



*Tom Eddy, watchman, 3510 Eagle Street, Los Angeles, beside his beautifully decorated Christmas tree that all Los Angeles Railwayans and their friends are invited to see at his home during the holiday season.*



the days when all our dreams were made of the magic which always came with this long-awaited, joyous season.

We'll remember again how our eyes danced when we even thought of this universal holiday, and how we thrilled when we had a mental image of its patron saint.

We are sorry that our fairyland has changed to reality; we are sorry, also, that we are no longer children eagerly listening for the patter of reindeers or wondering how Santa Claus could possibly make all his visits in the short time allotted to him.

We no longer expect to be rewarded with toys for being good.

Our muscles are tighter; our eyes are not so bright; our hair may be tinged with the sign of years, and our skin somewhat wrinkled, but the time is here when we can all be kids again.

The spirit of Santa Claus reigns in our homes for us, our children and our grandchildren; we go gayly forth extending the sincerest good wishes of a happy season to all who may come within our ken.

We forget the trials and tribulations. We'll start a New Year together in the spirit of true friendship and good will with our hope of "Peace on Earth" meaning more than it ever meant before.

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## LET THE SPIRIT OF THE SEASON REIGN

FOR the nineteen hundred and forty-first time the world is at the brink of the holiday season that leads to the beginning of new thoughts, new friendships and a New Year.

The world once again has become a playground and the troubles of the past vanish into the expectations of the future. It is the annual eight-day festival in which hate dies and sorrows are forgotten as if they never were.

The minds of men and women revert to their childhoods while they investigate the deepest recesses of their hearts to uncover the courtesies

and kindnesses that have been buried under the weight of daily cares and business worries.

Beginning with Christmas Eve we again will have a time of retrospect when every little detail which we remember from our past lives will seem to reappear to us through the eyes of our childhood.

Memory will carry us back to certain previous Christmases when we found it difficult to sleep wondering if we had been good enough to be remembered by Santa Claus, and knowing that we must be asleep or he wouldn't come. We will go back to

# WHY DO ACCIDENTS HAPPEN?

THE PRACTICAL AND PSYCHOLOGICAL SIDE OF THE QUESTION

By N. L. CLARK, *Operator, L.A.M.C. Company*

WE have often heard the expression, accidents do not just happen, there is a reason for every one. How true this statement is when one reaches the fundamental cause of an accident.

We might inquire of the mathematician the causes of accidents and he confronts us with a formula and a group of figures that will actually frighten the average operator and then finishes with the answer that if the operator had allowed enough clearance or had allowed enough space to stop in, the accident would not have occurred. This however, does not answer our question as to why accidents happen. He has omitted two important factors, namely, the practical and the psychological side of the question.

We then inquire of the psychologist and he breaks forth with an explosion of words and phrases that would confuse a college graduate let alone an operator with a high school education. He tells us that the reason for the accident was that the subconscious mind was operating the coach or car and then elaborates to a great extent on the workings of the subconscious mind in conjunction with our daily life and by the time he is through, the bewildered operator turns away saying, "Yes, I guess you are right," and still the question is unanswered.

As a last resort we turn to the operator with the spotless record and nine times out of ten he answers with "I don't know, I just breeze along and mind my own business and nothing seems to get in my way."

By this time we are just about at the end of our rope and we return to our job with the question still unanswered. We give it a lot of thought but the accident is soon forgotten in

the work of the day and we let it go until it happens again.

Being in a small way a student of psychology and mathematics and having had some practical experience, as well as studying many accidents, accident reports and their authors, I will try to combine the psychological, mathematical, and practical side of the question in order to arrive at a comprehensive answer that can be understood by everyone.

We shall begin by dividing operators of vehicles into three distinct groups:

**FIRST:** The operator who keeps his mind about ten feet ahead of his coach or car.

**SECOND:** The operator who keeps his mind about three hundred feet ahead of the coach or car.

**THIRD:** The operator who keeps his eyes and mind on the nearest object to him that would constitute an accident hazard.

The man in the first group will have many sideswipe accidents as well as car or coach-struck auto at right angles, but very few, if any, passengers falling in coach and no rear-end collisions that have proven so costly.

The man in the second group will have all kinds of accidents, including rear-end collisions and passengers falling in coach, due to the fact that with one's mind three hundred feet ahead of the car or coach, his reaction is slower and his stops rougher.

Any number of times we have met friends on the street, have spoken to them, and later they said they didn't see you. I had just such an experience last week. I was walking toward an operator whom I had known for nearly six years. I spoke to him and received no response. I spoke again and still no answer. As

a last resort I called "Hey, you!" and grabbed him by the arm. He woke up then and was very much surprised to see me. He apologized and said the reason he was so hazy was that he was thinking of his vacation. Suppose this man had been driving a car or coach at this time and some motorist had made a short stop ahead of him. He would have hit him, without doubt.

Most men feel that they are much superior to women in the operation of a vehicle, but statistics show that women have less accidents than men. This can be explained very easily. We all know that a woman changes her mind very often. In other words, a woman through unconscious practice can focus her mind more quickly from one point to another than most men.

I have had the opportunity of interviewing several hundred men that have had accidents. Approximately one hundred of those with whom I talked remembered what they were thinking of just before the accident occurred. Two per cent were thinking of women, ten per cent domestic troubles, forty per cent financial troubles, ten per cent were schedule conscious, thinking of making the signal ahead, eight per cent were thinking of vacations, twenty-five per cent weren't thinking of anything, five per cent were thinking of insults from passengers or feeling sorry for themselves. I asked one of the group what he thought of at the moment the accident occurred. We can't print it here, but if you want to know just ask him what the billy goat said when the bee stung him.

These results show that these men were not thinking where they were looking. There is an old saying, "Look where you shoot." In driving we should think where we look.

Keeping your eyes and mind together is the only secret of driving. We hear of too many accidents where neither party saw the other. They were looking, but saw nothing. We could teach a blind man all the rudiments of driving. He could learn the laws of motion, acceleration, and deceleration, but he would never be able to drive because he cannot see. This proves that we must have coordination of vision and thought in order to drive safely.

If we are not thinking of what we see, we are driving blindly because what we see is not registered on the brain. If a tree fell in the forest, and there were no tympanic membrane to receive the vibrations of the sound, then the falling tree would make no sound. So it is with sight. Everything is invisible unless there is vision. It is a proven fact that there are light rays around us that are invisible because our optic nerve is not sensitive enough to impress their frequencies on the brain and make them visible. This fact proves to us that if we are concentrating on an object that the eye cannot see, then the objects that we can see fail to make the necessary impression on the brain and we do not see it.

How many times have you asked someone a question and he looked off into the distance or at the ground before he answered? This happens many times, we all do it. The next time you ask someone a question and he looks away, pick out some object that is in his line of vision and when he turns back toward you ask him what he saw. Nine times out of ten he will not be able to tell you. He will say he didn't see anything because he was thinking of the answer to the question. This proves our point further, that if the eye and mind are not focused on the same object at the same time then what we see is not registered on the brain, and therefore we did not see it. This should explain why we often

being a participant in an accident say "I didn't see the car until it hit me."

The driver's compartment of a car or coach is not a proper place for thinking out your problems. Do your heavy thinking at home or some other place when the lives of others will not be jeopardized. There is a time and place for everything.

A large number of our men have good records. They operate day after day without getting into trouble. These men have unconsciously found the secret.

I was on a case where a student operator had an accident. After he had been interviewed by various officials, he was told he would have to watch more closely. When we came out of the office, he said to me, "What should I watch more closely?" I replied that I didn't know, and we went back in to find out. The official said, "Well, watch your driving; be more careful." This, however, did not explain why the accident occurred, and the man was later discharged for having too many accidents. These accidents were definitely his own fault in one sense of the word, but the real cause of his accidents was that it was not explained to him that he should keep his eyes and his mind focused together on the nearest objects that constituted an accident hazard.

We operators depend on an imaginary source to keep us out of trouble, and to do our actual operating for us. This is what is commonly called the subconscious mind, or the automatic reflex. We do not have to think to breathe; neither do we have to think to operate the control on a car or to shift gears on a coach, or apply the brakes. We do it automatically. When a person is first learning to operate, he must think about applying the power or brakes and numerous other things, but after a while he does it automatically which proves that the subconscious mind is cultivated by practice. It is all right to let the subconscious mind control part of our operation to a certain

extent, but practice makes perfect and over-perfection or practice causes overconfidence. When we become overconfident, we become lax and think that things will take care of themselves. This is when our accidents begin to happen. Overconfidence causes misjudgment of distance and speed and when misjudgment of distances or speed along with improper thought and eye focus walk hand-in-hand, we find ourselves in the middle of an accident, and wondering how it all happened.

Some men seem to be prone to accidents. We might ask the question, "Why should one be more prone to accidents than another?" Statistics show that the accident-prone man is one that is continually having accidents around his home. He bumps his head, barks his shins on the furniture, he falls over things and while operating his car he has accidents on the highway. The reason for all of this is due to the fact that he doesn't keep his mind clear enough to protect himself. His mind is usually many miles away. In other words, his eyes and mind are not working together, and he is letting his subconscious mind guide him through his daily routine.

This in itself is further proof that in order to avoid accidents we must strive to keep the eyes and the mind working together.

Allowing one's mind to wander is habit! It can be corrected by mental exercise, such as calculation, adding columns of figures, or memorizing the rule book. Anything that improves and sharpens the mind will be a help.

A series of questions and exercises of this type can easily be worked out for the student, as well as for the experienced operator.

This system of accident prevention has been proved effective by a few of us in this company, and any operator who has the desire of improving his record will find a marked reduction in his accidents in the future.

# WOMEN'S CLUB ACTIVE



## WOMEN'S CLUB

By MRS. H. A. DEWEY

The Grand Carnival was held December 6 and 7 in the Los Angeles Railway Women's Club. The crowd was small, probably due to so much sickness, but those who did attend will remember the two evenings as time well spent.

The club wishes to express their thanks to those friends who donated money, needlework, food and time. To those who worked in the selling of tickets, erection of booths, and preparation of dinners, also go a word of thanks.

The door prizes were presented to the following: First, R. S. Wallace;



*Top: Colleen Dewey, drawing the numbers with Mrs. L. B. Meek, President of the Women's Club, looking on.*

*Below: Winners of doll raffle—Mrs. Charles Wise and Rex Guignard.*



second, A. L. Gerrard; third, D. E. McCarter; fourth, H. W. Laurence; fifth, Mahresen; sixth, H. M. Farr; seventh, P. Marsh; eighth, Pete Gatzler; ninth, Mrs. Ben Fulton.

The dinners were prepared by Mrs. Ashworth, Mrs. Long and Mrs. Dwyer. Saturday night, Mrs. Middleton, Mrs. Paul Brown and Mrs. Dewey helped in the kitchen. Mrs. J. F. Carlin had charge of the dining room Friday; Mrs. S. J. Ormston and Mrs. C. F. Thun on Saturday night.

Mrs. L. B. Meek, hostess of the Carnival, welcomed all the guests.

A list of the booths and chairmen: Check stand, Mrs. B. E. Timbs; Fishing Pond, Mrs. J. T. Watts; ring toss, Mrs. E. J. Miller; bean-o game, Mrs. Louise Thuney; foods, Mrs. A. P. Rucker; needlework, Mrs. C. H. Lewis; ham and bacon, Mrs. W. Slade; candy, Mrs. J. W. Inman; Christmas cards, Mrs. C. S. Wise; fortune tellers, Mrs. Davis and Mrs. Grace E. Perry.

Before this issue is published the women of the club will be filling the Christmas baskets for the needy of our company from the Carnival proceeds.

December 5, the meeting of the L.A.R.Y. Women's Club was called to order by the President Mrs. L. B. Meek. Mrs. A. R. Hemm led the salute to the flag. Mrs. J. F. Carlin gave the tribute to the flag. Mrs. Paul Brown reported that she and Mrs. C. A. Evans were attending training school each Wednesday in connection with the Red Cross. Our Auxiliary is making dresses to be sent to England. There are seventeen to be made before January 15. Won't you try to come to the club rooms on Tuesday to sew. The drama group presented "Sardines," a play directed by Mrs. J. F. McCormick.

The characters were: Mrs. L. F. Robinson, Mattie Eaton, Hostess; Mrs. C. A. Evans, Alfreda, the rather dumb maid; Mrs. E. J. Miller, Lizzie Pike, friend noted for her sharp tongue; Mrs. L. N. Coe, Lucy Watkins, friend whose deafness has made her wistful and melancholy;

•  
*"I don't  
 dare let  
 go!  
 It's not  
 the  
 person  
 I thought  
 it was!"*  
 •



Mrs. W. G. Clardy, Anne Carroll, the visitor from New York.

The meeting adjourned for refreshments served by Mrs. S. J. Ormston, Mrs. R. F. Dwyer, Mrs. C. F. Thun, Mrs. O. Schmokel, and Mrs. B. E. Timbs.

November 14, dessert luncheon and card party. Prizes were given to Mrs. Lewis Ray, 500; Mrs. W. O. Willey, bridge; and Mrs. J. J. Glenn, pinochle.

November 13 the metal tooling class had luncheon at Knott's Berry Place in Buena Park. There were sixteen of us and all had a merry time.

November 7. At this meeting Mrs. L. N. Coe gave the tribute to the flag. Mrs. A. R. Hemm led the salute to the flag. Mrs. S. T. Brown played the piano and Mrs. J. F. McCormick led the singing. Mr. Cree T. Work, of L. A. City College Adult Evening School spoke on the "History of Education." Miss Helen Fraser was introduced as the new editor of the Women's Page. Mrs. J. F. Carlin gave a sketch, "Writing Under Diffi-

ulty," and Mrs. H. A. Dewey a group of readings.

October 25, the Handicraft Exhibition was a success. The judges were Miss Emma Quigley, Mrs. Esther T. Butts, Mr. Sherry Peticolas, Mr. Robert Voag, and Mr. Richard Magin. The eight small trophies were presented to Mrs. Harold Conacher, needlework; Mrs. O. G. McDermith, quilt; Mrs. A. F. Keifer, bedspread; Mrs. H. W. Bailey, knitting; Mrs. E. J. Miller, originality; Mrs. C. A. Evans, copper tray; Mrs. W. G. Clardy, aluminum tray; and Mrs. A. F. Keifer, miscellaneous. Mrs. Harold Conacher was awarded the perpetual trophy by ballot. The club wishes to thank those who prepared the dinner, all who arranged the exhibits, and especially Mrs. W. Slade for the oil painting that she donated to the club.

January 2, 1941, is the regular meeting day of the Los Angeles Railway Women's Club. A special invitation to all wives, dependent mothers, sisters and daughters of L.A.R.Y. employes is extended at this New Year time.



# MAKING BOOK FRIENDS . . . .

By

FAITH HOLMES HYERS,  
*Public Relations,  
Los Angeles Public Library.*



"Merry Christmas" and songs of "Peace on Earth" may fall strangely on our ears if we think of the other half of the world seemingly so far from peace or merry times. But there are gallant souls in bomb-infested England who bid us carry on as usual. In letters to an American friend, Henry Jesson, who is now serving with the Suffolk Regiment somewhere in England, writes: "The greatest courage is still found for me in the sure knowledge that true, sane, peaceful living is still going on somewhere. Help us with planes and supplies, but besides that go on living normally and calmly with every day, ordinary living. Refuse yourself the luxury of jitters. Go on acting, painting, writing, and learning. Go on looking at lovely buildings, appreciate calmly their beauty. Go on discovering how to conquer disease and to prevent suffering, as well as building armaments. If you can guard the real and the good things for us, the simple, every-day things, then I personally need never despair. I can always see the future which will build and build higher and ever higher towards the world you and I believe in."

I am sure that Henry Jesson and others like him will be glad if we can laugh a little, dream a little, escape from the too-exciting present with adventure and romance of another day, widen our horizons with the philosophy and courage of living of great men and women. Then perhaps we shall be better able to return to the job and face the challenge of today.

All this we may do by way of the neat and attractively bound packages of print which have come from the presses this year. If you have time, let us dip here

and there into these book gifts which authors have prepared to share with us.

## To Laugh A Little

Mrs. *Miniver* introduced by Jan Struthers to American readers sees life through British eyes but with a penetrating humor. At Christmas time she found great thoughts mingling with little thoughts, love for mankind mixed up with Christmas stockings, household confusion "Eternally framed in domesticity. Never mind. One had to frame it in something, to see it at all."

Then there is our illustrator-writer James Thurber who wrote "*Fables For Our Time*." One fable tells of a silly young moth who set his heart on a star instead of a bridge lamp and so lived long after his sister moths had been consumed in the flame. Moral as Thurber states it: "Who flies afar from the sphere of our sorrow is here today and here tomorrow."

**"To be on friendly terms with books is to double and triple your capacity for enjoyment."**

**Ask your librarian for book suggestions.**

A young Virginia woman, Rebecca Yancey Williams brings us a tale of "*The Vanishing Virginian*" in the story of her father and mother that rivals Clarence Day's true tales of "*Life With Father*." The seven children of Mr. and Mrs. Bib Yancey find their parents a constant amusement. "Father said none of the men in Mother's family had enough originality to swear as he did. They couldn't put the right words together." When Rebecca herself married and pined for home, her father told her: "Now take a lesson from an oyster—the dumbest creature on earth. It can't express itself even as well as a fishing worm. And yet even an oyster has the sense not to waste energy protesting and complaining. It gets to work and turns an inescapable irritant into the most beautiful of jewels."

## Escape Today With Romance and Adventure

"*The Magic Row: A Romance of Paganini*" takes us by the charm of Manual Komroff's fluent writing into the colorful adventure of the eccentric Italian violinist

who was said to be in league with the devil because he played with such amazing technique and yet whose heart was tender toward young artists. Paganini refused to allow the conquest of Napoleon to absorb his thought. "I have my own empires to conquer. And it matters not who sits upon the throne as long as the hearts of men are mine."

Romance in America's building may be enjoyed with Marguerite McIntire's story of "*Heaven's Dooryard*." The Quaker, Jonathan, wins his girl and carries her over his dooryard in the moonlight. "In daylight these shapes and shadows are frost-killed flowers and leafless shrubs. Tonight they look like promises—of beauty and sweetness to come. It's magic. This isn't an ordinary dooryard. This is Heaven's Dooryard."

Or, read of another American who helped to build Texas before the Civil War—in Laura Krey's "*Long Tide*"; or think of the hardships of the circuit rider preacher when you read "*Preacher on Horseback*," a story of Michigan and the Erie Country by Cecile Matschet whose father-in-law was a circuit preacher.

Or find romance in today with Martin Flavin, a California writer who introduces us to "*Mr. Littlejohn*" who runs away from too much business and learns "If life isn't fun, what is it?"

For hardier adventure, men may select an aviation story by a designer of airplanes, Neville Shute, who offers many a realistic thrill in "*Landfall: A Channel Story*," the tale of a young member of the R.A.F. and his first bombing of an enemy ship.

## Widening Horizons

How better can we stretch our vision than by dwelling awhile with a great man or woman who has set down his experience for us to share. One such book is outstanding this year, "*Pilgrim's Way*," by John Buchan. Here are the philosophy, the gentle courage, the love of mountains and woods, the devotion to his country which distinguished the late Governor-General of Canada, John Buchan, or Lord Tweedsmuir. "To live for a time close to great minds is the best kind of education," John Buchan wrote in college days. Later in Africa assisting to clear up the debris of the Boer War, he said: "I came to know and value a great variety of human beings, and to know and love the most fascinating lands on earth."

John Buchan found "the world was a place of inexhaustible beauty, but still more, it was the husk of something infinite, ineffable and immortal, in very truth the garment of God."

# Dear Ladies



Mrs. Paul Brown has relinquished her post as editor of the woman's page to act as general chairman of the auxiliary to the American Red Cross, recently formed by the Los Angeles Railway Women's Club. In her new duties, we wish her every success.

Mrs. Brown has been very generous and loyal in giving her time and efforts to make a page of interest for the ladies, and we sincerely appreciate the fine cooperation that she has shown us.



## HOLIDAY MENUS

By PRUDENCE PENNY,  
*Los Angeles Examiner.*

### For Christmas

*Grapefruit and Grape Juice Cocktail*  
*Roast Turkey with Dressing*  
*Onions Au Gratin*      *Cranberry Sauce*  
*Mashed Potatoes with Giblet Gravy*  
*Celery Curls*      *Radish Roses*  
*Endive with Roquefort Cheese Dressing*  
*Hot Rolls*  
*Plum Pudding with Foamy Sauce*  
*Mints and Salted Nuts*      *Coffee*

### For New Years

*Cream of Celery Soup*  
*Baked Ham*  
*Mashed Sweet Potatoes in Orange*  
*Cornucopias*  
*Buttered Broccoli*      *Cinnamon Apples*  
*Beet and Celery Salad in Cracker Cups*  
*Hot Rolls*  
*Celery*      *Olives*      *Pickles*  
*Pumpkin Mince Pie*  
*Salted Nuts and Mints*      *Coffee*

### Roquefort Cheese Dressing

½ cup of oil  
2 to 3 tbsp. vinegar or lemon juice

1 tsp. of salt  
¼ tsp. pepper  
½ tsp. sugar  
⅓ cup Roquefort cheese crumbled  
in small pieces

The ingredients must be beaten together, or shaken in a dressing bottle until the mixture is thick and smooth.

Possible seasonings include a bit of garlic, rubbed on the bowl or shaken with the dressing, a few drops of onion juice, mustard, either dry or prepared, horseradish, celery salt, curry or chili powder, Worcestershire and other table sauces, tarragon vinegar, spiced vinegar from pickles.

Paprika will give an interesting color, while catsup or chili sauce add flavor as well as making the dressing colorful. The addition of such materials as chopped olives, pickles, celery, pimiento, green pepper, chives, parsley, chutney and capers to the dressing gives distinction to the simple salad.

### Roast Turkey

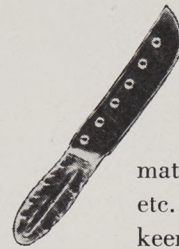
Wash and dry the bird. Remove legs at first joint and take out tendons. Remove entrails, being careful not to break the gall bladder. Fill turkey with dressing. Rub outside with butter or salad oil. Place turkey, breast down, in a roasting rack on a shallow pan. Roast uncovered at 350 degrees, allowing 18 to 20 minutes per pound. If the bird weighs 20 pounds or more, roast at 300 degrees, allowing 20 minutes per pound.

### Pumpkin Mince Pie

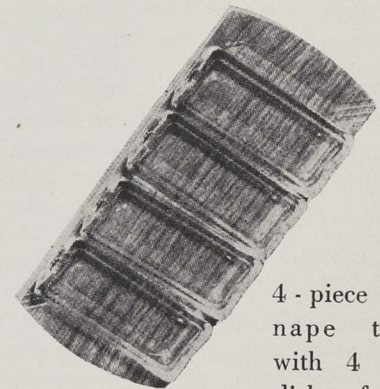
¼ cup brown sugar  
½ tsp. cinnamon  
½ tsp. ginger  
⅛ tsp. cloves  
¼ tsp. salt  
1 cup canned pumpkin  
¾ cup of milk  
1 egg, beaten light  
1½ cups mincemeat

Blend together sugar, salt and spices. Combine with pumpkin. Stir in beaten egg and hot milk. Line a 9-inch pie pan with pastry. Cover bottom with mincemeat. Pour over pumpkin filling. Bake at 425 degrees F. 10 minutes or until crust starts to brown. Reduce temperature to moderate oven (350 degrees F.) and bake until the filling has set (35 to 40 minutes). Garnish with whipped cream for serving.

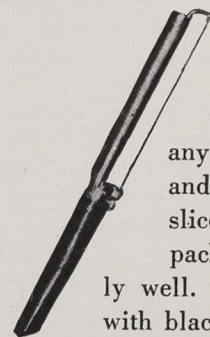
## LET'S SEE WHAT'S NEW —



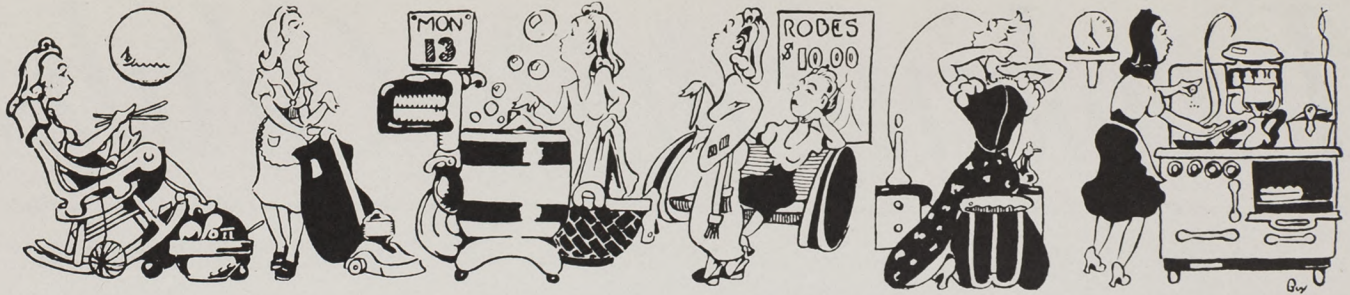
Fruit and cake knife — pliable glass which does not chip. Slices lemons, oranges, tomatoes, cuts cakes, pies, etc. Always sharp and as keen as a razor. Colors, white, rose and blue.



4-piece canape trays with 4 glass dishes for afternoon teas, buffet suppers, bridge, luncheons and informal get-togethers. Also ideal for lap tray service.



Kleen Kut Adjustable Cheese Slicer — cheese can be sliced at any desired thickness and cut evenly. Will slice both bulk and package cheese equally well. Chromium plated with black handles.



## DO YOU SAVE RECIPES?

Every woman likes to keep a collection of favorite recipes—that we all know. I bet you often exchange recipes with your relatives and friends. Maybe while having luncheon or dinner you served a food that was so delicious that your guest wished to have the recipe. Perhaps that dish had made a "hit" several times, and you figured that you really had a "sure winner".

A great number of women comprise the Los Angeles Railway family, and all have their favorite recipes. **TWO BELLS** would like to publish them.

Here is the plan. Every month we will choose, from a numbered list of the entire personnel, three numbers. These numbers will be of course women who work for the company or men who work for the company. When the numbers are men employees, we will choose their wives. These women, whose numbers are chosen, will be called for their best recipe either by phone or by mail.

We want the rest of the world, or at least part of it, as we have over four thousand employees, to know that all of you ladies are good cooks, and for proof of that fact, the names of the women chosen will be published with their recipes.

With your cooperation, the next issue of **TWO BELLS** will have three delicious recipes published in "Dear Ladies."

## INDOOR GARDENS



**LILY OF THE VALLEY**—Keep pips (bulbs) in ice box until ready to plant. Soak the pips in cold water for two hours before

planting. If you use a bowl or flower pot that has a hole, a light sandy loam will give the best results. One-third leaf mold, peat or rich garden soil mixed with two-thirds sand is about right. If there is no hole in container, you should use peat or prepared bulb fibre moistened well before planting. Tips should show above surface of soil. After planting, place in a cool, dark place until the sprouts are about an inch to an inch and a half high, then remove to the light, but avoid full sun. Keep the pips constantly moist but never soaking wet. Six pips are enough for a 5-inch pot; a dozen fill a 6- or 7-inch pot or bowl. While in growing stage it is advisable to keep plants away from gas fumes.



**NARCISSUS** — pebble culture: Choose shallow bowl and set bulbs firmly on a bed of pebbles. Fill in water until the root plate of the bulb

is covered. As water evaporates keep adding to it so that it is always kept at the same level. A pinch of charcoal in the water is advisable in order to prevent decay. Place bowl in dark airy room or closet. Keep it there from 2 to 3 weeks until the root system is formed and the foliage has reached a height of at least two inches. The bowl may now be removed to the light, but be careful to avoid direct sunlight.

## FOR YOUR BOOK SHELF

**OLIVER WISWELL** by Kenneth Roberts—A 336-page novel centered around the American Revolution. Oliver Wiswell, young historian and son of a Massachusetts tory lawyer, becomes a participant in the Revolution when he returns from Yale and rescues a tory printer from a mob who had tarred and feathered him. The book is exciting with battles, sudden flights, escapes, secret service, massacres, exile and great historical scenes. Sally, the girl with whom Oliver is in love is of a different political faith than his; however, that problem is worked out satisfactorily. A great book and a "best seller."

You may obtain more details of any article on this page by calling your editor at PR-7211, Station 296, or by coming in to Room 601, Los Angeles, Railway Building.

☆☆☆

Wishing you all a most happy and enjoyable Christmas and a New Year filled with much happiness and prosperity.

*Helen*

Editor of  
Dear Ladies.

# Looking at the Clubs

## VETS CLUB

By MYRON TAYLOR

The L. A. Railway Veterans Club wishes to extend a very Merry Christmas and a Happy and Prosperous New Year to its many friends and acquaintances.

The club held its annual election of officers at Patriotic Hall on December 10, at which time Comrade E. W. Cotterly was elected Commander for the ensuing year. Comrade T. L. Hutchings was elected first Vice Commander and R. J. Rowe second Vice Commander. Ye scribe was appointed adjutant by the commander for another year and Comrade Jackson was given a unanimous vote for chaplain; Comrade D. D. McClurg was appointed sergeant-at-arms.

Past Commander Hoyle enjoyed a very pleasant year in office and worked very hard to build up the club; his record speaks for itself with 46 new members and with the club being in good financial shape. Comrade E. W. Cotterly says we haven't seen anything yet.

The installation of officers will be held at Patriotic Hall at 8:30 P.M. on January 14, 1941. The public is invited, so come on down and bring your friends.

Just one more thing before I sign off here—will some one please show Harold "Nellie" Nelson the difference between a pinochle deck of cards and a regular playing deck. Comrade E. W. Watson would have enjoyed the evening on the clubs election night, had he been there, especially as his name was drawn for bank night.

## SQUARE AND COMPASS

On the evening of November 16th, over 200 members, wives and sweethearts broke bread along with turkey and all the trimmings at the Club's

annual "Ladies' Night" banquet, with President H. H. Peterson in charge.

Following the dinner the club's officers were introduced but they were not allowed to speak. Entertainment is always thought of following a meal and it is no different with this club. Vice-President Jimmy Inman took

## GREETINGS

By W. Y. Stearns, Virgil

Merry Christmas To All,  
Everyone, every place,  
Regardless of creed,  
Regardless of race.  
Yesterday's troubles

Can't live through today,  
Hasten, make merry,  
Rejoice and be gay,  
Inspire in others  
Some sweet roundelay.  
Take time out to sing,  
Make whoopee galore,  
Anything goes,  
So yodel some more.

Take a look at the world,  
Out over the sea,

And be glad that you  
Live in the  
Land of the free.

charge and spread for our amusement a vodvil show of untold worth, and followed the show with the drawings for the turkey raffle.

New officers elected for 1941 are: James Inman, Pres.; Bill Greenwood, Vice-Pres.; Joe Steenrod, Sec.; Lloyd Yeager, Treas.; Raymond Smith, Marshall; A. G. Rex, Chaplain.

## VETS CLUB AUXILIARY

By ELLA M. HOYLE, Secretary

Another year has come to an end, and was one of our most successful. Much has happened since our last writing, so will state briefly here some of the highlights.

The food and fancy work sale held last month was a great success, and again the proceeds will be used for our Christmas baskets which will be distributed to the various needy families for Christmas.

The annual election of officers was held December 10 and the following officers will be installed on January 14 at Patriotic Hall, 8:30 P.M. Everyone welcome, entertainment and refreshments.

President, Susie Hannon; senior vice, Esther Wickham; junior vice, Olive Boyce; secretary, Marie Freivogel; treasurer, Josephine Clark; chaplain, Gladys Taylor; color bearer, Ella Hoyle; standard bearer, Edith Duncan; conductress, Esther Williams; patriotic instructor, Norma Rowe; trustee, Evelyn Staten; guard, Theresa Madigan.

Wishing you all a Merry Christmas and a Happy and Prosperous New Year.

## AMERICAN LEGION

By ED. ROCHE

Our January, 1941, meetings will be held in Patriotic Hall at 8:15 p.m., Tuesday the 7th, and Tuesday the 21st.

The Executive Committee held an important meeting at the home of Commander Detrick on Dec. 12 and made plans for a year of keen activity.

The Children's Christmas Party, held in Patriotic Hall on Dec. 17 under the auspices of our Post and its Auxiliary, was a huge success.

There was a beautiful Christmas Tree, a real Santa Claus to present well-filled stockings to the scores of happy children, and delightful entertainment furnished by Mrs. Serka Jones' "Personality Talent Studio" of 6821 Benson St., Huntington Park, followed by the serving of delicious refreshments.

"O-o-o-h! My goodness gracious! The Los Angeles Railway Post and Auxiliary certainly do know how to give us kids a swell Christmas Party!" murmured by one happy tot, was the concensus of the youngsters opinion.

The spacious dining room of Patriotic Hall resounded to the shouts, "My, I've had a grand time! Merry Christmas—Merry Christmas to ALL the Los Angeles Railway," etc., as the tots said their happy good-nights.

Mrs. Bettie Leasman, Past President of our Auxiliary, was an invaluable aide to Commander Detrick and President Mary Young in arranging the party—and many other fine members also worked indefatigably.

First Vice-President Edward W. Cotterly has been elected Commander of the L. A. Ry. Veterans Club for 1941.

Our Post extends its heartfelt sympathy to Secretary Esther Wickham of our Auxiliary, whose well-beloved brother passed away suddenly.

So many of the Comrades of our Post and Auxiliary are more or less in the grip of the "flu" that lack of space prevents naming them; we sincerely hope all will make a quick recovery and enjoy a very Merry Christmas.

To each member of the LARY family the Los Angeles Railway Post No. 541 American Legion wishes "A Merry Christmas and a Happy New Year!"

## UNIT 541, AMERICAN LEGION AUXILIARY

By BETTIE LEASMAN

Tuesday, December 17, is the date of the big Christmas party for the



*Jimmie Manning, son of Conductor (Division 4) and Mrs. R. H. Manning, is now a first class private in the U. S. Army and is stationed at Fort Worden, Port Townsend, Wash.*

Post and Unit. A very fine musical program under the leadership of Mrs. Ella Serba Jones will be presented. This program comes to us from the Personality Talent Studio. Also a real Santa Claus, a tree, well-filled stockings and lots of eats for all.

December is Rehabilitation month for the American Legion and Auxiliary, which means lots of work at the hospitals, decorating trees and passing out packages to all patients, and their families. The American Legion and Auxiliary prepare and pass out through the American Legion County Council, more than 500 baskets every year, and that too means many hours of hard work.

We also do not forget the children of deceased veterans, and those in the hospitals. They are remembered with Daddy gifts, which come from the Department of the District Child Welfare Chairman.

January is the month for Education and Legislation. At the second meeting in January President Mrs. Mary Young is planning on having

speakers on both of these subjects, together with several musical numbers. The public is invited.

Sorry to report so very much sickness in both the Post and Unit. We hope they will have a speedy recovery.

A very Merry Christmas and a very Happy New Year to all.

## PENSION ROLL

John Glynn, Car Cleaner, Division 1, Mechanical, retired effective November 6, 1940. Mr. Glynn entered the service as Car Repairer, October 13, 1919, and transferred to Car Cleaner, Division 1, Mechanical Department, September 24, 1932. His present address is 430 East 65th St., Los Angeles, Calif.

John Alexander Scott, Flagman, Transportation Department, retired effective November 15, 1940. Mr. Scott entered the service as Motorman, Division 3, October 4, 1905, transferred to a pension job as Watchman and Flagman December 1, 1927. His present address is 1633 North Avenue 45, Los Angeles.

## IT AIN'T NO GOOD

By W. W. Webb, Coach Division  
I'm sorry lady I'd take it if I could

But I've told you half a dozen times,

This transfer ain't no good.  
You ask what's wrong with it?  
Well, it ain't punched right,  
Today's the first, it's three o'clock.  
This is punched for the tenth,  
And eight at night.

Open your bag again lady,  
Take another look.

It's easy for things to get lost  
In a lady's pocket book.

There! I knew you'd find it  
That's the way things break;  
No need apologizing  
For just a slight mistake.

(To Himself)

I may look like Charley McCarthy  
But my brains ain't made of wood,  
I ain't takin' nobody's transfer;  
When I know it ain't no good.

# BELLS



## BEST WISHES TO:

Conductor G. H. Tennis (Division 1) married to Miss Elida Hansen on October 11.

Conductor F. E. Osborne (Division 1) married to Miss Lucile Austin on October 26.

Motorman L. O. Marble (Division 5) married to Mrs. Joy E. Miller on October 27.

Conductor Paul M. Tilli (Division 4) married to Gertrude Alice Perry on October 31.

Motorman V. J. Eulberg (Division 1) married to Miss Jean Kuhl on November 9.

Serviceman H. A. Nystrom (16th Street Garage) married to Miss Dorothy N. Morris on November 16.

Motorman W. R. Mullenax (Division 1) married to Miss Shirley Lee Scott on November 27.

Conductor Arthur A. Deucher (Division 4) married to A. Rose Castales on November 30.

Coach Operator Ira Nobertus Klopfenstein (16th Street) married to Miss Louise Gamble on November 30.

## CHRISTMAS

By Grace Freeman Pease

(Copyright)

Before again comes **CHRISTMAS MIRTH,**

Must wars and terrors cease.  
Send battleships for pleasure trips;

Let airplanes scatter **PEACE!**

Since want and hunger flood the earth,

Vast millions hardships bear,  
Let the good **RED CROSS** be our **SANTA CLAUS;**

Send our **TOYS** and **PRESENTS** there!



*"Okay! So I look funny! Then can you suggest a better way of hiding a rip in the trousers!"*



## CONGRATULATIONS TO:

Donna June, born to Conductor (Division 1) and Mrs. W. O. Dulin on October 25.

Virginia Elaine, born to Conductor (Division 1) and Mrs. A. M. Brim on November 3.

Lenora Jewel, born to Conductor (Division 1) and Mrs. H. W. Lambers on November 3.

Joy Ann, born to Wilshire Operator and Mrs. L. L. Dodge on December 4.

Twins, Robert Eldan and Roberta Jean, born to Wilshire Coach Operator and Mrs. J. M. Polhamus on November 6.

Walter Frank, born to Motorman (Division 1) and Mrs. W. H. Bence on November 7.

Dean Maxine, born to Conductor (Division 4) and Mrs. J. S. Smith

on November 15. (10 lbs.)

Mary Ann, born to Motorman (Division 5) and Mrs. C. C. Richey, on November 22.

Virgil Howard, born to Conductor (Division 5) and Mrs. E. E. Knoche, on November 27.

Brenda Ann, born to Coach Operator (16th Street) and Mrs. E. S. Barnes on November 29.

Dorothy Lorene, born to Coach Operator (16th Street) and Mrs. I. N. Weide on November 29.

Kathleen Burke, born to Extra Clerk (16th Street Coach) and Mrs. B. L. Hartsel on December 5.

Tazewell Riley, Jr., born to Conductor (Division 4) and Mrs. T. R. Latham on December 7. (9 lbs. 4 ozs.)

J. E. Spicer (South Park Shops) is now a proud grandpa as he has a grandson born December 9.

Donald Allan, born to Motorman (Division 5) and Mrs. A. H. Moore on December 10.

Laveta Kay, born to Serviceman (16th Street Garage) and Mrs. Clyde Nunn on December 11.

Ralph Edward, Jr., born to Motorman (Division 1) and Mrs. R. E. Shea on December 13.

## OBITUARY

William Bowes Wilson, Head Upholsterer, Carpenter Shop, died December 3, 1940. He was born in Glasgow, Scotland, September 28, 1883, and entered the service August 1, 1922 as Upholsterer, appointed Head Upholsterer April 16, 1932.

Avard Robert Graves, Watchman, Transportation Department, died December 1, 1940. He was born in Medford, Nova Scotia, November 29, 1865, and entered the service as Conductor, Division 5, January 27, 1905, appointed Flagman January 1, 1928, and Watchman, March 1, 1940.

Edna Jean Emerson, Stenographer, Garage Store, Purchasing Department, died November 3, 1940. Miss Emerson was born in Hutchinson, Kansas, November 14, 1888, and entered the service as Stenographer on January 10, 1922.

Lewis Elmer Basham, Motorman, Division 3, died October 28, 1940. He was born in Wingfield, Kansas, March 21, 1909, and was employed as a Motorman, Division 3, May 25, 1939.

William Henry Ehlers, Flagman, Transportation Department, died November 10, 1940. He was born in St. Joseph, Mo., March 19, 1866, and entered the service as Conductor, Division 1, May 31, 1907, appointed Flagman February 1, 1928.

Fred William Andrus, on the Pension Roll, died November 8, 1940. He was born in Germany March 23, 1872, and entered the service as Machinist March 3, 1904, appointed Electrical Repairer, February 1, 1932, and placed on the Pension Roll June 11, 1938.

Leo Sylvester Fitzpatrick, Motorman, Division 4, died November 24, 1940. He was born in Greeley, Neb., May 18, 1899, and entered the service as Motorman, Division 1, May 31, 1929, transferred to Division 4, July 17, 1932.

Warren Orville Watson, Flagman, Transportation Department, died No-

vember 29, 1940. He was born in Canada, November 29, 1876 and entered the service as Motorman, Division 1, February 5, 1907, transferred to Division 3, April 1, 1923, and worked between the Division and Ways & Structures Department until he was appointed Flagman, September 12, 1940.

Axel Edward Holmberg, Motorman, Division 1, died November 30, 1940. He was born in Wexio, Sweden, March 22, 1876, and entered the service as Motorman, Division 2, on July 24, 1911, transferred to Division 1, July 17, 1932.

Ellsworth Winfield Gay, Conductor, Division 5, died December 11, 1940. He was born in Geneseo, Ill., May 17, 1874, and entered the service as Conductor, Division 2, November 8, 1917, transferred to Division 5, July 31, 1932.

The wife of Harry Clifton Trabue, Messenger, Division 3, died November 11, 1940.

The wife of Elmer W. Bumbaugh, Lineman Leader, Line Department, died November 25, 1940.

The death of George M. Link, on November 30, has taken from the company a very valuable and loved employe. George Mabury Link was born in Chicago, Illinois, April 20, 1875, and has been an employe of the Los Angeles Railway for nearly forty years. He entered the service as Clerk in the Electrical Department December 27, 1900, appointed Chief Clerk in the Electrical Department November 10, 1910, appointed Chief Clerk in the Chief Engineer's office November, 1919, and was appointed Superintendent of the Los Angeles Railway Building May 1, 1939. This position he held until the time of his death. "George" as he was known to his friends, had a very pleasant manner and his character was marked with kindness and a friendly attitude toward everyone. He is greatly missed by his many friends in the company. To his bereaved family, we extend our very sincere sympathy.

## APPRECIATION

Acknowledgements of appreciation for the thoughtful expressions of sympathy extended to them in their recent bereavements have been received by the company from Mr. and Mrs. Ehr Gott and relatives of Avard Graves; Mrs. Mary T. Ehlers and family; H. C. Trabue and Mr. and Mrs. W. P. Trabue; Mrs. Sadie Andrus and family; Ralph, Otis, Stella and Leah Emerson; Mr. and Mrs. Sears and family; the Link family; E. W. Bumbaugh and family, and Mrs. William B. Wilson and family.

## CROSSING THE BAR

By ALFRED, LORD TENNYSON

*Sunset and evening star,  
And one clear call for me!  
And may there be no moaning of the bar,  
When I put out to sea,*

*But such a tide as moving seems asleep,  
Too full for sound and foam,  
When that which drew from out the  
boundless deep  
Turns again home.*

*Twilight and evening bell,  
And after that the dark!  
And may there be no sadness of farewell,  
When I embark;*

*For tho' from out our bourne of Time  
and Place  
The flood may bear me far,  
I hope to see my Pilot face to face  
When I have crossed the bar.*

## THERE'S MY HOME

There is cheer and joy abundant; there is laughter, there are smiles,  
There is striving for a higher, better goal.  
There is peaceful rest awaiting after long and weary miles,  
There is comfort for a tired and restless soul.  
There is love and understanding,  
More of giving than demanding.  
There's my home.

There's my home, my fair oasis in the desert of my life,  
There the longings of my soul are coming true.  
There I gather strength and courage for my daily toil and strife,  
There I overcome my fears and start anew,  
There I'm guarded from temptation,  
There's my heart, my inspiration—  
There's my home.

—HJALMAR JOHNSON.

# SPORTS

## FOLLOWING THE ALL-STARS

The L. A. Railway all-stars baseball team probably should have been known as "L.A.R.Y. Travel Unit No. 1," judging from trips taken by the team to play in the Southern California league in which they were entered. This is a thing of the past now as they withdrew from that league and joined a newly-formed City AA league.

This City AA league is made up of 10 teams within the city, playing one round; the winning team to enter the city playoff starting sometime after February 13.

Watch the bulletin board for scheduled games and if you are free of a Sunday give the team some moral support. Your friends also will enjoy these games as the team is rounding out to be a real contender and should go a long way under the

capable leadership of its hard-working playing captain S. N. Duncan.

### SCORES OF RECENT GAMES

#### NOV. 3, 1940—AT FULLERTON

	R	H	E
All Stars	4	12	2
Fullerton Firemen	15	18	1
Batteries: Widick, Woodward and Smith, Templin; Wheeler and Kavanaugh.			

#### NOV. 10, 1940—AT LAGUNA BEACH

	R	H	E
All Stars	0	2	0
Laguna	1	7	1
Batteries: Woodward and Smith; Johnson and Schultz.			

#### NOV. 24, 1940—AT VERNON YARDS

	R	H	E
Lincoln Park Merchants	7	17	1
All Stars	6	11	0
Batteries: Cannon, Wheatley and Miali; Woodward and Smith.			

#### DEC. 1, 1940—AT VERNON YARDS

	R	H	E
Maywood	3	6	0
All Stars	5	11	2

Batteries: Daniels and Rhoades; Woodward and Templin.

#### DEC. 8, 1940—AT LINCOLN PARK

	R	H	E
All Stars	4	6	3
Lincoln Park Merchants	5	7	3

Batteries: Woodward and Smith, Templin; Hale, Datley and Miali, Cooley.

Note: First game of the new city AA League.

## BASKETBALL

The 1940-41 basketball season has started out to be a tight race again this year with the defending champs—Vernon Yards—having to play winning ball all the way to keep on top.

Judging from team play to date it looks like Vernon and 16th Street all the way with the possibility of Division 3 upsetting the favorites and keeping right in the race.

Before the date this issue is released, Vernon and 16th Street will have met. May the best team win, and those of us fortunate enough to witness this game expect to see some real basketball.

Games are played every Tuesday and Thursday evenings at Manual Arts High School. Better drop over some time—7:30 P.M. first game time.

### LEAGUE STANDING

DEC. 12, 1940

	Won	Lost	*P.S.	*PSA
Division 3	3	0	67	57
Vernon	2	0	81	39
16th Street	2	0	69	40
Division 4	1	1	57	59
Shops	1	2	75	101
Division 1	0	3	41	68
Division 5	0	3	67	93

\*PS—Points scored.

\*PSA—Points scored against.

### SCORES OF GAMES PLAYED TO DATE

#### NOVEMBER 26TH

1st Game	Half Final
Division 5	12 28
Division 4	13 29
2nd Game	Half Final
Vernon	16 39
Shops	8 21

#### NOVEMBER 28TH

	Half Final
Division 3	2
Division 1	0

WON BY FORFEIT



Holder of  
golf trophy,  
A. L. Davis,  
General  
Foreman of  
of Car Houses,  
releases  
much sought  
after  
memento  
to  
F. W. Stevens  
of  
Virgil Coach  
Division.



DECEMBER 3RD

1st Game	Half Final
Division 4	11 28
Division 3	12 31
2nd Game	Half Final
16th Street	11 30
Division 5	6 10

DECEMBER 5TH

Division 1	Half Final	11 23
Shops		13 24

DECEMBER 10TH

1st Game	Half Final
Vernon	17 42
Division 1	8 18
2nd Division	Half Final
Division 5	16 29
Division 3	16 34

DECEMBER 12TH

Shops	Half Final	21 30
16th Street		24 39

**TO A WAILING-WALL  
PILGRIM**

When you're feeling down-  
hearted,  
And full of the blues,  
And your thoughts are all mil-  
dewed,

With grave-yardy hues,  
Please don't come around—  
Keep out of the room—  
I'm sorry to say,  
I'm allergic to gloom.

When you're filled with despair  
For the whole human race,  
And your soul has got warped,  
And slipped out of place,  
When the miseries have got you,  
And calamities loom,  
Please don't hang around,  
I'm allergic to gloom.

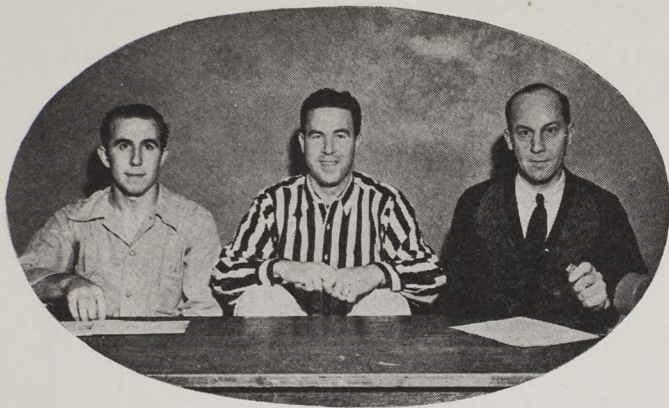
When your temper's as black  
As a witch-doctor's curse,  
And your good-humor gadget  
Is jammed in reverse,  
When rancor is thriving  
Where peace ought to bloom,  
Then please go away,  
I'm allergic to gloom.  
W. Y. STEARNS (Virgil)

A decrepid old car drew up before  
the gate of the toll-bridge.  
"Fifty cents," called out the gateman.  
"Sold!" said the driver.

**BASKETBALL—MAJOR INDUSTRIAL CLASS "A"  
1941 L. A. RAILWAY LEAGUE**

JANUARY 7			
Division No. 1	( )	vs. 16th Street	( ) 7:30 P.M.
Division No. 4	( )	vs. South Park Shops	( ) 8:45 P.M.
JANUARY 9			
Division No. 3	( )	vs. Practice Game	( ) 7:30 P.M.
Division No. 5	( )	vs. Vernon Yards	( ) 8:45 P.M.
JANUARY 14			
Division No. 1	( )	vs. Division No. 5	( ) 7:30 P.M.
Vernon Yards	( )	vs. Division No. 3	( ) 8:45 P.M.
JANUARY 16			
South Park Shops	( )	vs. Practice Game	( ) 7:30 P.M.
16th Street	( )	vs. Division No. 4	( ) 8:45 P.M.
JANUARY 21			
Division No. 5	( )	vs. South Park Shops	( ) 7:30 P.M.
Division No. 3	( )	vs. 16th Street	( ) 8:45 P.M.
JANUARY 23			
Division No. 1	( )	vs. Practice Game	( ) 7:30 P.M.
Vernon Yards	( )	vs. Division No. 4	( ) 8:45 P.M.
JANUARY 28			
Division No. 5	( )	vs. Division No. 4	( ) 7:30 P.M.
Division No. 3	( )	vs. South Park Shops	( ) 8:45 P.M.
JANUARY 30			
16th Street	( )	vs. Practice Game	( ) 7:30 P.M.
Vernon Yards	( )	vs. Division No. 1	( ) 8:45 P.M.
FEBRUARY 4			
Division No. 3	( )	vs. Vernon Yards	( ) 7:30 P.M.
16th Street	( )	vs. Division No. 5	( ) 8:45 P.M.
FEBRUARY 6			
Division No. 4	( )	vs. Practice Game	( ) 7:30 P.M.
Division No. 1	( )	vs. South Park Shops	( ) 8:45 P.M.
FEBRUARY 11			
16th Street	( )	vs. Division No. 1	( ) 7:30 P.M.
South Park Shops	( )	vs. Division No. 4	( ) 8:45 P.M.
FEBRUARY 13			
Vernon Yards	( )	vs. Practice Game	( ) 7:30 P.M.
Division No. 5	( )	vs. Division No. 3	( ) 8:45 P.M.
FEBRUARY 18			
Division No. 4	( )	vs. Vernon Yards	( ) 7:30 P.M.
South Park Shops	( )	vs. 16th Street	( ) 8:45 P.M.
FEBRUARY 20			
Division No. 5	( )	vs. Practice Game	( ) 7:30 P.M.
Division No. 1	( )	vs. Division No. 3	( ) 8:45 P.M.
FEBRUARY 25			
Division No. 3	( )	vs. 16th Street	( ) 7:30 P.M.
Division No. 5	( )	vs. Vernon Yards	( ) 8:45 P.M.
FEBRUARY 27			
South Park Shops	( )	vs. Practice Game	( ) 7:30 P.M.
Division No. 4	( )	vs. Division No. 1	( ) 8:45 P.M.
MARCH 4			
South Park Shops	( )	vs. Vernon Yards	( ) 7:30 P.M.
Division No. 1	( )	vs. Division No. 5	( ) 8:45 P.M.
MARCH 6			
Division No. 3	( )	vs. Practice Game	( ) 7:30 P.M.
16th Street	( )	vs. Division No. 4	( ) 8:45 P.M.
MARCH 11			
Division No. 3	( )	vs. Division No. 4	( ) 7:30 P.M.
Vernon Yards	( )	vs. 16th Street	( ) 8:45 P.M.
MARCH 13			
Division No. 1	( )	vs. Practice Game	( ) 7:30 P.M.
Division No. 5	( )	vs. South Park Shops	( ) 8:45 P.M.

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 games are under the complete jurisdiction of the referee assigned by the Municipal Sports Office.  
Dudley C. Shumway, Director of Municipal Sports.  
R. L. Luton, Association Secretary.



# BASKETBALL ON

*Officials for 1940-1941:  
Left to rights Elden Murray, Official  
Scorekeeper; R. J. Dussler, Referee;  
Ken Sloan, President.*



## DIVISION 3

*Left — (left to right): Hedger,  
Troutman, Costello, Stottemyre, W.  
Bestwick, Mgr., Ruth, Broman, Shirk,  
McKnight, Martin.*



## SOUTH PARK SHOPS

*Front row (left to right): Boucher, T. Rocha, Mgr.,  
Burgess.*

*Back row (left to right): Franklin, Lockard, Hender-  
son, Allen, B. Miller, O'Neil.*



## 16th STREET COACH

*Front row (left to right): Lusk, Lehman, Jefferies,  
Little.*

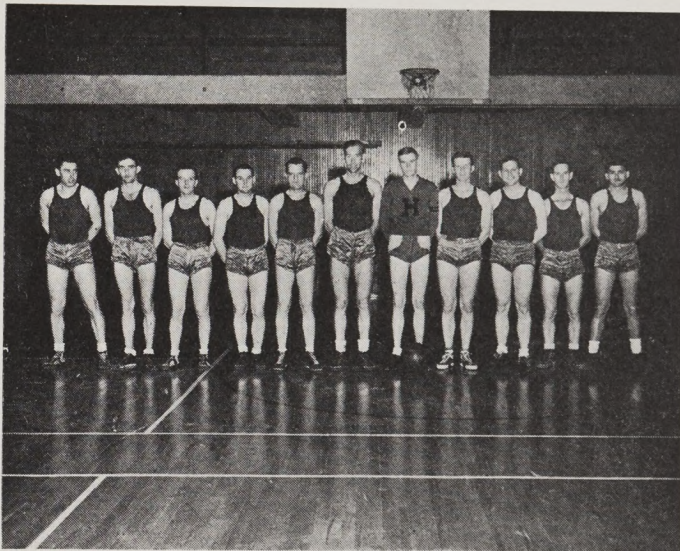
*Back row (left to right): Murray, Coach; Cook, Kis-  
sick, King, Ulrich, Turner, Riggs, Mgr.*

# LUMINARIES PARADE



## DIVISION 4

*Above—Front row (left to right):  
Giese, Barricklow, James.  
Back row (left to right): Living-  
ton, C. Bestwick, Hipes, Mgr.;  
Nickell, Morrow.*



## DIVISION 5

*Left—(left to right): Wrisler,  
Maxwell, Ullrich, Stewart, Chapman,  
Morris, Bailey, Mgr.; Waldal, Bos-  
well, Fisetle, Loveless.*



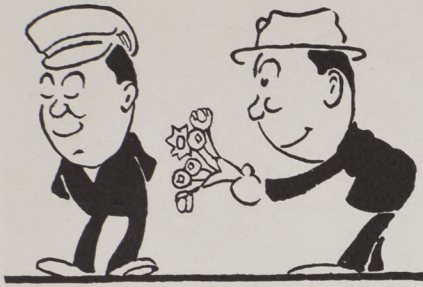
## VERNON YARDS

*Front row—(left to right): Carpio, Miranda, Villa-  
lobos.  
Back row—(left to right): Arballo, Gonzales, Sal-  
cido, Finn, Mgr.; Torres, Mendez.*



## DIVISION 1

*(Left to right): Theden, Wood, Snoodly, Craft, Lay-  
cock.*



# PATRONS

## VERY EFFICIENT MOTOR-MAN . . .

"Motorman 423 (elderly gentleman) J. W. Reynolds, Div. 3, on car 1151, reaching 11th and Main at exactly 3:55 p.m. this date, deserves a gold stripe or whatever it is your organization utilizes for presentation to employes in recognition of distinguished service.

"This writer was a front seat passenger in front section of car. Several streets back down Main motorman had turned on power and started at the "go" clearance. Instantly and without any kind of warning, a tiny girl, about four years of age, jumped smack in front of the right half of car. She had been standing still and why she made such a foolish move, none can tell. At any rate, the elder gent at the controls sure proved to possess a quick eye and a lightning-fast hand because he stopped the car on a dime and the girl was untouched—though somewhat startled.

"The motorman was cool as a clam, not at all perturbed. He simply smiled a bit as he saw the tot walk away from the scene unhurt."

HY SCHNEIDER,  
Sports Desk,  
L. A. Examiner

## A GOOD SERVICE RECOGNIZED . . .

"As a commuter from Santa Monica to Los Angeles, I wish to express my appreciation for the bus service you are now giving over this route.

"I also wish to congratulate your Personnel Department for the excellent job they have done in selecting employes. All operators that I have contacted seem to be quite helpful, courteous, and considerate.

"Further, I wish to commend operator 663 (J. W. Jobe). I have ridden with this man several times and have observed his courteous and efficient conduct.

"I am taking my time to write this memorandum because I believe that when a good service is rendered it should be recognized."

RUSSELL E. BERKLEY,  
Visual Aid Supervisor,  
State of California,  
Dept. of Education,  
Los Angeles.

## PLEASANT CONDUCTOR . .

"Most of your conductors and motormen are very pleasant people, and the public certainly appreciates that. It is because of *outstanding* courtesy and amiability on the part of conductor 779 (J. M. Gilleese, Div. 4) that I am writing this letter.

"It was on the 3 car, last Monday, that I observed 779 "in action". Although the car was crowded and it seemed that everybody was asking him questions or seeking his help to get off or on the car, this smiling conductor managed to satisfy everyone and in a very friendly way, as though he were really glad to be of service. His friendly personality helped create a most pleasant atmosphere, throughout the car, and several passengers besides myself felt that this should be brought to your attention so that 779 will know that we appreciate him."

MRS. MARIE VALADEZ,  
146 So. Mountain View,  
Los Angeles

## PATRON GIVES CREDIT . . .

"This morning I inadvertently boarded a street car without my change purse, therefore had to request of the conductor the privilege of paying my fare to you direct. You will find the amount (7c in stamps) herewith, together with the card of identification which the conductor gave me, which will entitle him to a refund, in the event he is required to put up the money for the fare.

"May I take this opportunity to commend the young man (A. M. Brim, Div. 1) for his courtesy and consideration, not only in taking care of my situation, but for his kindly care of another lady who was leaving the car at the time, in warning her of the car-step and traffic. I realize that in doing this he was carrying out the Company's policy, but I wanted to help score up a credit for a public servant, who smoothed out embarrassment for one and insured safety for another in the course of his duty."

A TRAVELER

## FINE ATTITUDE TOWARD PASSENGERS . . .

"It is so easy to find fault with those who are before the public that I wished to send in these few words of commendation. Sometimes we are slow with our praise.

"The other day I was a passenger on the Vine, La Brea, Crenshaw bus.

"I do not know the young man's name, but his number was 805 (O. R. Jordan).

"He was so gentlemanly and so courteous to every one. Every question was answered kindly and with a pleasant smile. His attitude toward passengers should be a great aid to his success.

"I just had a desire to express my appreciation."  
MRS. MARY FOUTCH,  
1618 N. Hudson,  
Hollywood, Calif.

## "MORE THAN PRAISE-WORTHY" . . .

"I want to commend Operator 2239 (L. R. Thompson, Div. 4) on his kindness to a woman who became ill on the Pico car this morning, shortly before 9 o'clock.

"He stopped his car, eased her to the floor and supported her there as comfortably as he could while the conductor went to call an ambulance—which by the way did not arrive. The motorman could not have been kindlier if she had been his own mother.

"In a matter as far from his ordinary line of duty as that, he is more than praiseworthy."

AGNES L. TAISEY,  
1314½ So. Hudson St.  
Los Angeles.

## COMPLIMENTS NO. 2976 . . .

"I have written you several times with complaints. Now, let me write to offer my compliments on one of your conductors, an exceptionally courteous man. He is No. 2976 (G. K. Wilch, Div. 4) on the "H" line. I have seen him extend extra consideration to women and children several times, and he was very courteous and helpful to my wife and small baby. Please extend my thanks and best wishes to him and to you, his employers."

J. H. REESE,  
2630 Somerset Drive,  
Los Angeles.

# PLAUDITS



## From Our Mail Sacks Also Come Letters of Commendation to

### TRAINMEN

E. J. Acosta, Div. 4  
 J. W. Bell, Div. 5  
 C. E. Benton, Div. 4  
 S. H. Birt, Div. 3  
 P. H. Braham, Div. 4  
 W. F. Brim, Div. 5  
 E. A. Burgess, Div. 4  
 G. O. Burlingame, Div. 5  
 R. A. Byers, Div. 4  
 E. M. Cady, Div. 5  
 M. Casey, Div. 5  
 H. C. Champagne, Div. 4  
 P. H. Chapman, Div. 4  
 C. J. Cooper, Div. 1  
 H. D. Copp, Div. 1  
 R. F. Cox, Div. 1  
 C. C. Crow, Div. 4  
 W. J. Curry, Div. 4  
 J. Dennison, Div. 5  
 W. H. Deskin, Div. 3  
 F. H. Duncan, Div. 5  
 D. H. Eccles, Div. 3  
 A. W. Ehlers, Div. 1  
 L. Ellingson, Div. 3  
 J. G. Feaster, Div. 3  
 W. R. Fleck, Div. 1  
 L. E. Forbus, Div. 5  
 H. H. Foster, Div. 4  
 L. W. Fox, Div. 5  
 A. S. Frum, Div. 1  
 E. A. Galbert, Div. 5  
 \*H. Gant, Div. 5  
 E. W. Garrett, Div. 4  
 \*\*L. Gasparro, Div. 3  
 H. R. Gates, Div. 4  
 C. L. Gaul, Div. 1  
 J. M. Gilleese, Div. 4  
 R. J. Gilles, Div. 1  
 J. E. Goddard, Div. 1  
 R. M. Gross, Div. 5  
 J. L. Hall, Div. 3  
 L. Harrison, Div. 1  
 G. Hatch, Div. 4  
 F. Hawley, Div. 1  
 W. A. Henslee, Div. 1  
 W. Huenergardt, Div. 1

D. E. Hughes, Div. 5  
 W. J. Hughes, Div. 5  
 W. B. Hutchinson, Div. 3  
 H. F. Keiser, Div. 1  
 W. Z. Landreth, Div. 5  
 T. R. Latham, Jr., Div. 4  
 A. J. Lewis, Div. 1  
 W. G. Light, Div. 4  
 G. S. Mattern, Div. 4  
 M. Meek, Div. 5  
 W. Meeker, Div. 1  
 R. T. Melton, Div. 4  
 G. W. Miller, Div. 1  
 H. L. Morrow, Div. 4  
 D. C. McCormack, Div. 1  
 C. R. McGuyre, Div. 1  
 I. Nelson, Div. 4  
 F. H. Neville, Div. 1  
 W. Okin, Div. 1  
 G. Paulett, Div. 5  
 J. W. Prutsman, Div. 4  
 W. Rasmussen, Div. 3  
 J. S. Ringland, Div. 3  
 C. A. Rogers, Div. 4  
 W. T. Rouse, Div. 1  
 C. J. Rupert, Div. 1  
 D. W. Ryan, Div. 5  
 D. S. Samuels, Div. 4  
 H. E. Schultz, Div. 5  
 W. E. Scott, Div. 3  
 R. L. Seymour, Div. 1  
 H. D. Shier, Div. 4  
 H. G. Shipp, Div. 3  
 R. M. Smoot, car cleaner, Div. 4  
 D. M. Spence, Div. 4  
 K. S. Stephens, Div. 3  
 \*L. E. Stump, Div. 4  
 L. L. Sweet, Div. 3  
 B. Tallant, Div. 4  
 G. H. Tennis, Div. 1  
 G. R. Vanhorne, Div. 5  
 J. M. Walker, Div. 3  
 M. J. Wallace, Div. 5  
 J. A. Wear, Div. 5  
 W. M. Weems, Div. 4  
 J. R. Wells, Div. 1  
 C. H. Wheaton, Div. 3  
 M. L. White, Div. 3  
 J. B. Wilde, Div. 4  
 F. Williams, Div. 4  
 J. L. Williams, Div. 4  
 L. F. Winchester, Div. 4  
 R. A. Winer, Div. 5

### OPERATORS

C. E. Adamson, East 9th St.  
 G. A. Asher, Wilshire  
 H. C. Bammerlin, Western  
 H. P. Barker, Highland Park  
 J. E. Barnett, Temple-Beaudry  
 D. G. Barstow, Jr., Crenshaw-Vine-La Brea  
 F. H. Bartell, Olympic  
 W. Bishop, Sunset  
 C. A. Boeving, Florence-Soto  
 L. Boone, Wilshire  
 H. M. Cline, Sunset  
 \*A. G. Collins, Beverly  
 V. C. Cox, Normandie  
 R. D. Crandall, Western  
 L. T. Curran, East 9th St.  
 \*\*T. J. Demery, Temple Beaudry  
 H. Evans, Washington-Adams-Jefferson  
 W. R. Fonck, Sunset  
 L. E. Frost, Wilshire  
 S. A. Hamilton, Western  
 A. L. Irwin, East 9th St.  
 \*D. C. Johnson, Western  
 C. M. Kolbert, Western  
 \*\*H. A. Koll, Temple-Beaudry  
 \*R. F. Knauf, Western  
 H. D. Lester, Wilshire  
 M. A. Martel, Beverly  
 C. H. Martin, Western  
 G. F. Milledge, Beverly  
 H. G. Moore, Wilshire  
 J. E. Moore, Fairview Hts.-Inglewood  
 E. L. Mullin, East 9th St.  
 F. J. McKeen, Washington-Adams-Jefferson  
 B. P. Nicholson, Highland Park  
 E. D. Ohanian, Alvarado  
 P. P. Patterson, Western  
 J. M. Roling, Jr., Western  
 H. J. Soberg, Beverly  
 D. J. C. Sporman, Western  
 F. W. Stange, Manchester  
 R. Sudderth, Alvarado  
 R. C. Troke, Western  
 \*H. A. Walters, Wilshire  
 H. E. Weaver, Florence-Soto  
 P. C. Youngman, Western

Note: Each asterisk represents one additional commendation.

# Division Doings . . .

WALTZ  
CONTEST  
AT DIVISION  
RALLIES  
PROVED  
POPULAR . . .



Receiving trophy from C. E. Morgan, Manager of Operations, are the winners Mr. and Mrs. K. L. Wolfe. S. L. "Professor" Bragg standing to the left of Morgan.

## CONTESTANTS FOR THE C. E. MORGAN TROPHY

Seated—(left to right): Mrs. A. W. McKeel, Mrs. K. L. Wolfe, Mrs. D. A. Aslin, Mrs. C. J. Rogney, Mrs. C. Dunbar, Miss Peggy Hinson.

Standing—(left to right): Messrs. C. J. Wallen, Div. 1; K. L. Wolfe, Div. 3; D. A. Aslin, Div. 5; C. J. Rogney, Div. 4; C. Dunbar, L.A.M.C. Co.; J. E. Kresge, 16th St. Coach Division.



Patricia Kay is the 9 months old daughter of Conductor F. C. Riley of Division 1.



## Division One

R. C. RUGGLES

A Merry Christmas to all . . . Even though we haven't the traditional wintry scene in California, the lack of a typical "White Christmas" spurs us on to an even greater effort to make the season bright and cheery. We find ourselves a part of that one great democracy where Christmas is still celebrated and freedom reigns; part of a great nation that can still say "Peace on Earth, Good Will Toward Men."

Mr. Ellis, our superintendent, has a Christmas message for each one of you. He wishes to thank one and all, through the medium of this column, for your wholehearted cooperation in all phases of the work: Particularly your interest in doing your job well and in a way that will place this division in an enviable position during the year of 1941. He wishes you all a Merry Christmas and a Happy New Year.

Conductor W. M. Weems reports a thrilling experience while driving to his home in Lynwood one evening recently. Weems made a boulevard

stop at Imperial and Wilmington Boulevard and was starting up when a bandit, with gun in hand, jumped on the left running board yelling "Stop" and tried to open the door. Incidentally Weems had left the door locked and the window up when he left the Division. He realized that he was being held-up and stepped on the gas. The bandit attempted to remain on the running board, clinging to the door handle but not for long. Speeding up to about thirty-five, Weems made a rapid right turn at the next intersection. Taken unawares, the bandit was thrown violently to the pavement. When Weems looked back the bandit was rolling one way and the gun was sliding another. All of which gives rise to the thought that even though the new cars without running boards may seem awkward at first, they are safe insurance against this type of hold-up.

Conductor H. A. Parrott appears to have made a record for selling ten cent tickets. On one round trip on the "J" line, November 22nd, he sold 30 coach tickets.

At the time of writing, Conductor R. E. Damm was giving serious consideration to a brief trip to the East where he intends to marry. Perhaps during 1941 he will be warming his feet by his own fireside, instead of answering a possible "Call to Arms."

Basketball season is again at hand. Division Four has played a couple of good games, and judging from the material, the team should make an exceptional showing. With the support of us all, the final wind-up will probably find Division Four one of the strongest contestants.

After a brief call to active duty in the U. S. Navy, motorman D. J. Edmondson was released and is now back at Division Four and retains his original seniority. Welcome back, Dave!

Los Angeles looked good to motorman J. R. Edgington after two months in Washington, D. C., where he was working for the United States Treasury Department. He says that

he is glad to be back on the job again and in Los Angeles with his family where he will be able to have a full Christmas.

With 1941 so near at hand, I would like to take this opportunity of wishing you all a Happy and Prosperous New Year.



L. F. SPARKS

Fred Barnes has returned from a two month's trip across and around the Eastern United States. Fred took in Chicago, Louisville, Richmond, Miami, New Orleans, Memphis, Baton Rouge, Carlsbad Caverns, Grand Canyon and home. The only trouble he had was a flat tire in 8500 miles.

Geo. Bisbee was on his way to a quail hunt when he heard a locomotive whistle. Geo. thought the train was right on top of him so he took to the brush and wrecked his car. He found out afterward the engine was standing still and Geo. has had to take a lot of kidding.

Harvey Lindley has become the proud possessor of a new Chevy.

Watchman Hicks reports that "Old Doc Stork" was a visitor at his house last month. Mother and child doing nicely. Congratulations William.

Deepest sympathies are extended to Mike Finn whose mother passed away in November.

The current flu epidemic has struck several members of the Track Department. Otto Johnson, O. W. Wibe, Carle Heffington, L. F. Sparks, Walter Capps, Bill Rankin, Frank Bradley and Al Curfman have been sick. Fortunately they were only off two or three days.

The last barbeque was voted a big success by the ones who were there. For many years the barbeques were stag affairs but this time it was for the families and the wives found out what we have been eating.



## Mechanical Divisions

F. F. ROBEY

### CAR HOUSE NO. 1

*"A Merry Christmas To Everyone!"*

E. C. Johnson is the latest new man at the Car House recently, arriving from Car House No. 4.

Bernice Hogan is back to work again and feeling fine after her confinement from a major operation.

The following men have had a touch of the flu and are certainly glad they were able to recover so quickly: Tom Hartley, Bud Lacy, R. W. Hubbard, and Lee Sherrill.

### DEPARTMENT NO. 2

*"Season's Greetings to the Gang"*

With the exception of the flurry created by the intersectional football game Friday, November 29, this department has been running on more or less of an even keel.

We understand that the doctor has released our good natured Street Inspector, H. T. Brown for service effective December 16. We are glad to see "Babe" back on the job again.

### CAR HOUSE NO. 3

*To All: "A Merry Christmas and a Happy New Year!"*

L. A. Harryman is leaving the service to enter the field of air conditioning. Good luck, in your new venture, Leo.

Ted Clarke has a new method of cleaning carburetors. We understand he just sets them afire.

Chester Binkiewicz moved closer to the Car House and then came to work late! Too bad. Too close.

A. Pabst was off a few days with the flu. All the others are standing up fairly well except for colds.

Car House No. 3 is becoming quite stylish. If you don't believe it, just visit the room for filing monthly reports—it is really fixed up.

The boys must be anxious to see Santa Claus this year the way they all want off for Christmas. Even "Doc"

Marshall is looking forward to being off.

### CAR HOUSE NO. 4

*Season's Glad Tidings To Our Fellow Employees and Their Families!*

On the sick list for a while during the last few weeks were O. Howard, C. Furrer, W. F. Ellis and M. R. Hamilton.

O. D. McKimney took two weeks off and made a trip to Texas to visit his parents.

The forthcoming examinations Equipment Instructor Markley will give to his classes, has the boys studying hard to master the intricacies of air equipment.

George Smith is getting to be quite a bookworm, and we are wondering why.

### CAR HOUSE NO. 5

*"A Merry Christmas and a Happy New Year"* from Car House No. 5 to all the rest of the Los Angeles Railway Family.

Holbrook Lair and John Timmons are the two new boys at this Car House.

O. E. Lund, Night Assistant Foreman, spent his vacation and two additional weeks down in the "old south." Also acquired a bride while he was away. Bertha Ann McGough was the young lady's name.

Jim Boen has moved into his new home.

The flu "bug" has been biting several of the boys and girls at this Division.

Harry Hunt, ill for some time, is going to get it over with by having the trouble "cut out."

Wheeler Ellis, one time Assistant Foreman at this Car House, but now at Car House No. 4, dropped in to see the boys and says that he likes his new place very much and that he is moving from Lennox in to Los Angeles into a new home. What about a house warming, Wheeler?

Jimmie James who has been filling out for a sick Street Inspector, has now returned to Car House No. 5.

Your scribe protem and superintendent take this opportunity to wish you, your families, and friends, the

happiest possible Christmas and to hope that throughout the New Year prosperity and good luck continuously bless you. This expression of good wishes is shared by your regular scribe, "Doc" Robey, who regrets that his health does not permit him to be with us this holiday season . . .



## 16th Street Coach

CHARLES H. HARDY

Among our late vacationists we find H. D. Smith, J. D. Mothersbaugh and their wives returning from an enjoyable trip through the Grand Canyon, Zion National Park, Boulder Dam and Death Valley. E. R. Parker also returned from a tour of about 7500 miles. W. M. Lewis and his wife vacationed in Nevada and Northern California and returned suffering from hives, caused, they believed, from the change of water or scenery. L. P. Leonard and his wife report their return from Iowa via the Grand Canyon and the Royal Gorge. Leonard states that their car consumed 250 gallons of gas for the 5025 miles of their trip.

Insure your plans for next summer's vacation by placing your spare pennies in your Credit Union.

H. Sweet and Joe Pia, noted hunters and sportsmen, bagged their limit of ducks at Morro Bay recently.

M. L. Rise received an injured back when an auto collided with the rear end of his car while it was standing at a boulevard stop.

It is reported that B. L. Hartsell now has good reason to recommend pineapple juice.

We offer our deepest sympathy to Mr. Patton whose mother passed away recently.

Operators Garner, Brewer and Hobbs accompanied by W. Huse of Division 1 returned from a highly successful deer hunt. In other words they brought back plenty of meat for the table.

A. E. Chrysler is back with us after an absence of several months due to a severely injured back.



G. N. Bone is enjoying the holiday visit of his mother who is here from St. Louis.

O. E. D. Koonse proudly announces that his son volunteered for Navy service and has been accepted.

E. J. Randles is proud of his new home at 3317 W. 133rd Street.

F. J. Masterson returned from the East with a new Olds. We understand that due to the fact that it will only do 103 m.p.h. he may turn it in on another car.

Jimmy Kresge swings a mean hoof but he still has to eat soup from an ordinary bowl as he did not win that fine trophy in the Division Dance finals.

At the time of this writing preparations were being completed for the Annual Christmas Party scheduled for on Monday, Dec. 23, at this Division. Those in charge of the arrangements were the two T.U.C. Division Committees assisted by W. W. Webb. All those participating put their names in a box and the names are drawn. Each participant then purchases a gift not to exceed 50 cents for the one whose name he has drawn. The funnier the gift the better and, of course, Santa Claus presides at the Christmas tree. Many valuable door prizes have been donated for this annual party.

Messrs. Patton and Ballenger wish to thank you for your cooperation during the past year and take this opportunity to wish you and your families a Merry Christmas and a Happy and Prosperous New Year.

## GARAGE

Twenty new diesel-hydraulic drive coaches arrived recently and are being put into service. This makes a total of 24 of this type of equipment for the Los Angeles Railway coach lines.

The Garage suffered the loss of Miss Edna Emerson of the Store Room office, who passed away recently. Miss Emerson, who had been with this Department for several years, was well known and well liked. We offer our deepest sympathy to Bill

•  
*“Who is  
the  
wise guy  
from your  
company  
that  
suggested  
this  
idea?”*  
•



Wilson whose father, William B. Wilson, formerly of South Park Shops, passed away suddenly. Sorrow also visited the homes of Clayton Clark and Gourney Turner when their father-in-law, George Link, also passed away recently.

Eddie Serabia who is reported to have dined on turkey soup at Thanksgiving hopes to have his new set of uppers installed before Christmas.

We understand that R. W. Anderson, Jerry Smith, Nick Hilger and the Parkers will be moving into new homes very shortly.

Enjoy your vacation next summer. Build up a vacation fund by placing your spare pennies in your Credit Union regularly.

V. McDonald was walking through the locker room admiring and polishing his Safety badge when, as the story goes, a post suddenly jumped at him. The post was unmarked, but Mac received a bad cut over the eye.

At the time of this writing H. Z.

Redd was in the hospital under observation for possible appendicitis.

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

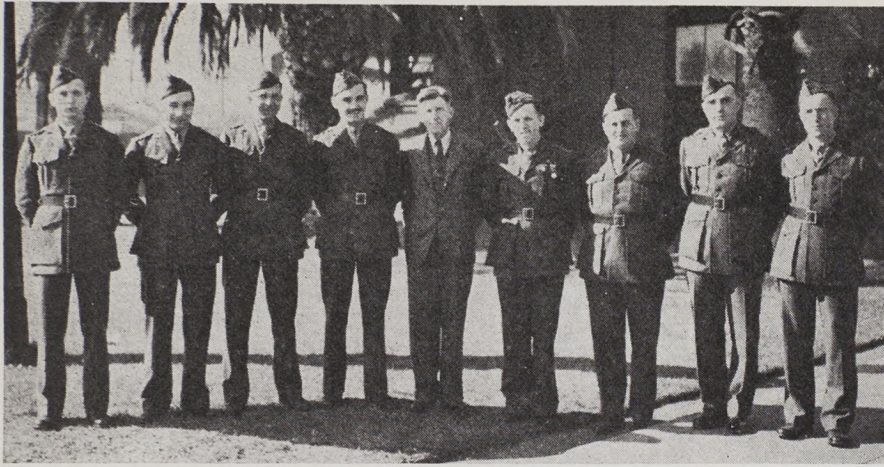


**Division  
Three**

**L. VOLNER**

Your Superintendent sincerely wishes each and every one of you and yours the merriest of Christmases, and he appreciates your cooperation during the past year. There is always the satisfaction in doing well any job, and I know that the great majority of you men have the same feeling. It is also my sincere wish that all of you have some reason to feel glad that you are an employe of this company and that your enthusiasm for your job will be such that it brings to you joy and satisfaction.

We know that all the men of Divis-



The above group of uniformed men from Division 3 left Los Angeles November 7 for the San Diego Base of the 22nd Bat. U.S.M.C. Left to right, they are: P. A. Norby, G. R. Troutman, C. F. Palk, F. M. Groves, J. A. Bodley, Superintendent; J. P. O'Brien, J. L. Gilwee, W. D. Martin, C. Meloy.

**Virgil & Santa Monica**  
  
**Coach**



**L. S. HENDRICKS**

Merry Christmas and a Happy New Year. Greetings to the new men and we sincerely hope that they enjoy the coming new year, 1941: R. Matzenbacher, J. W. Wirth, R. L. Eibel, J. D. Lee, A. L. Saunders, C. G. Olsen, J. McGrath, G. L. Whatley, H. L. Collister, B. H. McLeod and J. F. Prewitt.

Operator A. Casanova is in hopes that his new valley home will be completed by Christmas.

Operator H. E. Earhart received a very bad cut from a butcher knife he had just sharpened. Seems as though he had forgotten that the knife was in his hip pocket.

Operator H. E. Drysdale who has been on sick leave with a broken elbow—received when the ladder he was using to paint his new home in Temple City broke causing a bad fall—left for the East when news of sudden illness of his father reached him.

Basketball and bowling are now swinging into full stride. Virgil's bowling team in the Pacific Electric league has won 22 and lost 18 games and are 4 games behind the leaders (Wilshire Division). High average leaders are:

	S.H.G. S.H.S. Av.
Gwanlock, Claim.....	266 612 188
Hendricks, Virgil.....	255 643 181
Davis, L. W., Wilshire.....	232 623 173

In checking over the sick list we find that "Old Man Influenza" or just plain "flu" has put the following operators on sick leave: R. D. Crandall, A. D. Crow, J. W. Hannan, L. W. Hubbert, F. J. Jacobsen, O. R. Jordan, A. E. Hughes, I. G. McEwen, J. D. Lee, C. S. Rowland, G. K. Stanford, E. B. Stowe, J. V. Wilson, J. F. Liles (confined to St. Vincents Hospital), W. J. Newell and W. C. Lane.

Operator H. W. Hartman who is in Arizona for a trial of the dry and equable climate, is trying to find re-

ion Three will appreciate the above greeting from our Superintendent, for by his manners and way of handling any "come and see me" slip Mr. Bodley has endeared himself to all. It is a pleasure to work for a big company when the men in charge of it are men who have come up through the ranks and know what the platform men have to contend with.

Along in November, while on his run, Motorman John Corsen was stricken very suddenly and had to be removed from his car and taken to the hospital. The trouble proved to be an attack of appendicitis, but after a few days off duty Mr. Corsen was back at his post again.

E. O. Hebert, who was formally a conductor out of this division, has for some time been on the Fire Department. Recently, his brother, R. E. Hebert, a motorman out of Division Five also joined the department. These boys are the sons of our popular Motorman F. O. Hebert.

Our candidates in the Waltz Contest on Saturday, November 23rd, won the beautiful trophy presented by Mr. C. E. Morgan. To Mr. and Mrs. K. L. Wolfe we are truly grateful for their having upheld the prestige of our division.

Some of our boys hate to get up early in the morning for a four o'clock shine or some of these real early runs. Motorman G. R. Trout-

man says he does not really care for such early rising, but the morning the tickets for the Rose Bowl football game were put on sale he was in the front ranks, many hours before daylight, to be sure to get his tickets for the game. Mr. Troutman, being from Nebraska, went to school with most of the boys on the team, and is extremely anxious to see them in action.

As this is written the committee in charge of the big Christmas Party is busy selling tickets on the radio and other articles to raise funds to make the party a grand success. By the way the boys are buying the tickets we know that an amount will be raised to insure ample finances for the undertaking.

The sympathy of the entire division is extended to the loved ones and families on account of the recent deaths of: Mrs. H. C. Trabue, wife of Messenger H. C. Trabue and mother of Conductor W. P. Trabue, who died November 2th, with funeral at Pierce Brothers Mortuary on November 14th. Motorman L. E. Basham died October 28th and was buried in Forest Lawn Memorial Park, October 31st. On Friday, November 29th, Motorman W. O. Watson passed away. Funeral was held on December 3rd in the Little Church of the Flowers in Forest Lawn.

To all a Merry, Merry Christmas and a most Happy New Year.

lief for a very bad case of sinus infection.

Interesting news of all Christmas parties and turkey shoots will appear in next issue as all events are taking place too late for publication in this issue.

Operators returning from Eastern vacations with new cars are: R. M. Mills, Pontiac; H. A. Atkins, Pontiac; W. R. Humber, DeSoto; W. S. Gooddale, Plymouth. Other new car owners are J. D. Marshall, Pontiac; E. Johnson, Hudson; F. W. Stevens, Plymouth, and L. S. Hendricks, Plymouth.

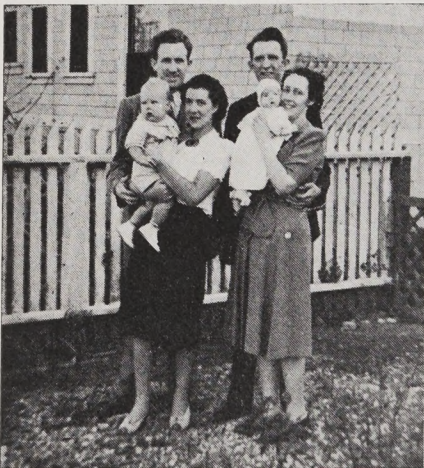


## Division Four

R. H. GRETTEBERG

A merry, merry Christmas to one and all and we hope to see you at the Christmas Party to be given by the T.U.C. at the Forrester's Hall, 1329 S. Hope Street, on Monday night, December 23rd. Two shows for the kiddies, refreshments and a general good time is anticipated, so let us plan to be there.

I feel that I should make some comments, as I have done regularly every year at this time, relative to the accident situation. Since my report



Conductor (Division 4) and Mrs. E. N. Bliss with their 10 months old son Paul Edward. To the right of them are Conductor (Division 4) and Mrs. H. E. McCollum with Paul Harvey, their 2 months old son. This sextet plan to spend Christmas together.

of last year I find that in the following six months, starting September, 1939, up to and including March, 1940, we had a total of 1980 accidents. Starting the first of April, we have been making continuous improvement, and for the following six months, starting April 1940, we had a total of 1536 accidents, which is a reduction of 444. These figures show very plainly that there has been considerable improvement all along the line. Superintendent O'Hare says that there are three vital points to accident prevention: they being, Correct Operation, Good Judgment, and Keeping Your Mind on Your Business.

Supt. L. F. O'Hare spent a very pleasant vacation on a trip to Lake Tahoe and Reno. He thoroughly enjoyed seeing snow and not having to work in it. Also took in San Francisco, and reported an enjoyable visit there with old friends.

Motorman F. P. Orton was called in the first draft, Number 156. He expects to be called into training service soon.

That old "flu" bug has been very active this past month. It has caused our sick list to be the largest since 1918.

The following men are on the sick list: J. H. Bell, A. N. Johnson, W. M. Sherwood, B. R. Parker, J. Williams, J. H. Johnson, D. Rogers, F. A. Geel, L. M. Hills, R. M. Kelly, and E. K. Wolfe.

The following men have returned from the sick list: L. Rasmussen, M. D. Anshutz, G. P. Shea, W. E. Bleile, E. D. Helwig, C. P. Moore, F. C. Shafer, L. E. Adkins, R. T. Thorpe, H. Van Doorne, J. N. Orender, C. C. Joiner, E. Urban, F. H. Neville, F. A. Todd, H. R. Myers, W. C. Steele, P. D. Proud.

Of the above mentioned, B. R. Parker suffered a stroke and is in St. Vincent's hospital and would appreciate a visit from any of the boys.

R. A. Hogan was off a few days, having his tonsils removed.

Motorman W. E. Schoenbaum and



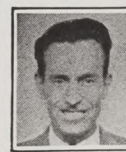
Donna Lee, daughter of Conductor D. L. Adams (Division 4), is an accomplished singer and dancer. She will celebrate her eighteenth birthday on Christmas.

J. H. Schrader have been appointed regular flagmen.

Our sympathy is extended to the family of A. E. Holmberg who passed away on November 9th after a long illness.

The following men have returned from their vacations: O. L. Thrasher, and C. R. McGuyre, visited in Oklahoma. B. J. Edwards on a trip to Arkansas, and R. W. Bushey had relatives visiting him from the East.

J. W. "Joe" Le Prohon has left the service to open the "Le Prohon's" Richfield Service, 8601 Avalon Boulevard, where he will be pleased to welcome his friends.



## Shops

F. ARLEIGH FRAZIER

Jittery nerves, traffic nerves, or maybe just plain scared, but whichever it was E. C. Smith sure took off and left the Machine Shop in a big hurry one afternoon of last month. Sherman Kriewald said the disturbing factor was only that the piece of pipe he had in his lathe got loose and started making a terrible noise and Smith just didn't bother to even look around but ran for dear life.

The Blacksmith Shop men say that H. P. Dicken breathes a little easier now that his daughter is convalescing from an appendectomy.

Walking into the locker room one of the men wondered if it were a monologue or soliloquy that he was interrupting for he saw no one except S. Van Amberg carrying on what he said was a conversation with George Monroe. Well, it turned out flaming youth (his hair is red) had departed five minutes before and his effigy was hanging on the locker door complete with hat and shoes beneath the locker.

Poking around here and there in the rubbish Hesse Campbell finally had to call on one of the janitors for help to locate his false teeth. We'd like to know where he found them.

Erny Ahlin shouldn't let it be known that he borrowed a 410 shotgun because now the boys in the Truck Shop accuse him of selling them cats instead of rabbits. They now are demanding that either the ears or tail be left on as positive proof of what they are getting.

Ed Bremm was welcomed back to work in the winding room after a sick leave of six weeks.

W. B. Wilson of the curtain room passed away December 3 and we extend the sympathies of the shop men to the bereaved family.

Fred Andrus passed away on November 10. He was formerly employed in the winding room. His former fellow workers would like to express their regret in his passing.

Mrs. J. J. Meehan wishes to thank the employes for the beautiful floral piece sent to the funeral of her late husband.

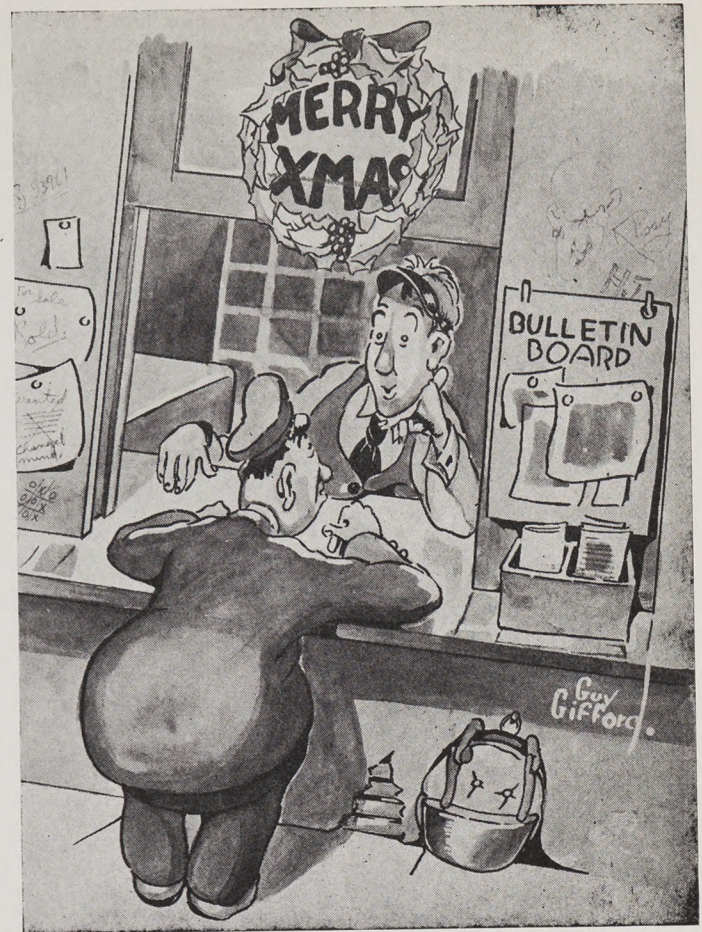
After twenty years riding a bicycle to work is it any wonder that Erney Sayre forgets to refuel his little Austin? But then after a few walks for gas he'll learn that even 150 miles to the gallon of gas has to give out sometime.

And here's a good one on Bill Foster. He couldn't understand the queer noise his Bantam car was making so he stopped, got out and looked it over, shook his head, got back in

•

*"The neighbors gave my son a swell erecter set! Wonder if I could have a few days off?"*

•



but the noise still persisted. Then someone called to him and asked why the stove pipe was tacked on to his car, and the trouble was found. Someone had wired a Ford muffler onto his Bantam.

R. S. Wallace won first prize of \$10 on the Women's Club drawing and A. L. Gerrard won second prize of a Sampson waffle iron.

We all wish you a Very Merry Christmas and a Happy New Year.



**Division Five**

**FRED MASON**

We are approaching the close of another year and our Superintendent, Mr. W. H. Snyder, wishes to express his appreciation to all the men of this Division for their cooperation and excellent work during the year 1940, and especially during the Christmas rush period. He feels sure that you

will meet any problems that may arise during the coming year with the same spirit which prevailed during the past year, and extends to all of you and your families his Best Wishes for a Merry Christmas and a Very Happy New Year.

The following men resigned during the past month to take up other work and we all join in wishing them success in their new ventures: Motorman A. C. Core, Motorman E. G. McCall, Conductor J. E. Pearsall, and Conductor G. K. Tolle and L. A. Phelps, who were called back into the United States Marine Corps.

Charlie Cline and Conductor Bill Fowler were made a happy pair of fathers just recently when they heard that Mrs. Gladys Cline, Charlie's daughter-in-law and Bill's daughter, won an eight hundred dollar bank night prize at a local theatre.

I believe we can safely say that Motorman F. O. Roberts is the youngest grandfather at this or any other

Division. Motorman Roberts is forty years of age and on October 22nd, 1940 his daughter, Mrs. Marguerite Sherwood, gave birth to a son. Congratulations Grandpa, Mamma and Papa.

Motorman N. L. Goddard pulled off a one-man tumbling act a few days ago resulting in a badly bruised knee. He went to get on his car to pull out and fell in the pit. Here's hoping he will be back on the job soon.

Another unlucky chap is Conductor P. E. Loveless who is going around on crutches as a result of spraining his ankle in a basketball game.

During the early part of this month sixteen new men were received at this Division and they were very welcome. Despite the fact that they started out all alone during the busiest period of the year, they did exceedingly well and came through with flying colors. Their arrival was doubly welcome as the influenza epidemic forced quite a few of our men on the sick list. However, that is all over now and we are all back to normal.

It was with profound regret we learned of the passing away of Conductor E. W. Gay on December 11th after an illness of six months. Conductor Gay entered the service of the Los Angeles Railway on November 8th, 1917, and was taken sick on May 17th, 1940, having worked on that day, which was his birthday. Conductor Gay's record during his twenty-three years of service was one of the finest and all who knew him valued his friendship, and knew him only as a quiet, unassuming gentleman. He is survived by his wife, Mrs. Ella Gay, two sons, one of whom is Councilman Earl Gay, and three daughters. To them we join in expressing our heartfelt sympathies in their great loss.

Little Jimmie was slapping his pet rabbit vigorously, shouting: "Five and five. What's five and five?"

Father asked him what the idea was, to which Jimmie answered:

"Aw, the teacher said rabbits multiply fast, but this one is so dumb he can't even add!"



*This pretty little tot is Susanne Louise, 17 months old daughter of Motorman (Division 5) and Mrs. M. E. Dally.*



**WALTER WHITESIDE**

Reflections of 1940 . . . we turn our thoughts back over a year of pleasures, hardships, romances, new ventures, etc. . . .

The turn into '40 just passed when Mr. Turley entertained employes and their families with motion pictures taken at the Rose Parade, Rose Bowl game, and San Francisco Fair. The pictures were so well received that he promised a return engagement which he fulfilled later in the year, showing pictures taken on his Alaskan trip.

During the year several of the fellows were confined home or in the hospital for a considerable period of time and to these men we sincerely hope that they enjoy the utmost of health during 1941. Included in this group were: T. B. McIntire, J. R. Marshall, F. P. Whittley, T. Psaras, and L. B. Yeager of the Line; H. L. Jones, E. B. Wade, M. J. Barnett, A. L. Barrett and J. K. Wilson of the

Power; W. R. Boyd, H. V. France and Pete Goodas of the Electrical Construction and Bonding Departments.

The Roger Rees family was made happier with the birth of a baby boy and the Wm. Boyd family celebrated the arrival of a little girl.

A few of the old timers around the department were retired and it is to these men that we give our heartiest of good wishes: W. G. Clardy, W. C. Reece, F. Greenlaw and G. Vance.

Two very popular men resigned during the year, Charles Kirkpatrick from the Line, and Wally Rhodes from the Power Department.

A number of the fellows enjoyed extended vacations throughout the country . . . some fishing, some sight-seeing . . . a number of new cars were purchased . . . all in all it was a pretty dern good year.

He: "May I kiss you?—May I please kiss you?"—Say, are you deaf?"

She: "No. Are you paralyzed?"

## DICTATORSHIP

**O. C. WHITE**

**Conductor, Division Three**

**A people free whose faith shall be in Christ shall never fall.**

**One Nation indivisible with liberty where justice reigns for all.**

**But woe shall be unto he that rules with iron hand.**

**A mighty nation with man's creation alone can never stand.**

**Awaken then, O mighty land where one do'eth rule his all,**

**Crushed down, the great shall live in hate, their freedom never call.**

**Cowed down, the wise shall then despise a nation's heartless guide,**

**Bowed down in slave from birth to grave, know not the free outside.**

**Our stars shine on "Old Glory's" throne.**

**All hail our upward trip.**

**Leave traveled well the road to hell with you, Dictatorship.**

## TRADING POST

FOR SALE—One Motorglide and side car \$50. Jim Brown, Truck Shop, South Park Shops.

FOR RENT—2 bedroom unfurnished house—5 minutes walk to 5 Line; lot 50 x 169, fruit trees, lawn, etc. \$32.00 Mo. Available about Dec. 25th—See at 126 Lime St., Inglewood.

FOR SALE—Gas range, right hand oven, white enamel. Extra good condition. \$12.50. See Frank Long, Car House No. 4, or 1607 W. 79th Street.

FOR SALE—Acre, near Five Points at El Monte. \$1000.00 terms. Supervisor Patten, 3461 So. Sycamore, Phone RO. 2401.

FOR SALE—Inglewood Park Cemetery —3 lots—\$300.00 cash. C. A. Wells, 5721 Clara St., Bell, or Division 1. Operating.

### SONG WRITER

Oliver A. Palmer, conductor, Division 5, who has been with the company for many years, has composed some eight songs. He hails from Salt Lake City, Utah, and has spent much of his childhood life on a ranch which has proven an inspiration for his western songs. His latest selection, "When It's Moonlight on the Range" has been published. Here's hoping you will have many more published Mr. Palmer.

### NOTICE TO ALL EMPLOYEES

The Claim Department has asked the assistance of TWO BELLS in publishing the following:

"On September 15, around 10:15 P.M., an accident occurred involving two automobiles at or near Lakewood Boulevard near Artesia Street in Bellflower. A Buick was northbound on Lakewood while a Ford was southbound on Lakewood. Directly ahead of this Buick was an automobile which we believe was a 1932 Chevrolet sedan with yellow or cream colored wheels. In this Chevrolet were three people, a man about 58 years of age, his wife, about 50, and a son, about 22. We have information



"Just put twenty pounds in the center one—I nearly strangled yesterday."

which leads us to believe that this man is employed in our Electrical Department. Please bear in mind, however, that all of this information we have is heresay. We are advised that the Chevrolet had to do considerable maneuvering to avoid being struck by the Ford, which then collided with the Buick head-on, and after this accident the Chevrolet is alleged to have stopped and the driver of that Chevrolet came back and talked with the Deputy Sheriff. It runs in the Deputy Sheriff's mind that the driver of the Chevrolet told him he worked in the Electrical Department of the Los Angeles Railway, and that he lived some place on 99th Street, but in the confusion the Deputy Sheriff neglected to get

his name, address, or license number of his automobile. There is a possibility however that this man may not be an electrician. He may be employed in the mechanical department or the operating department.

"The injuries to the people in the Ford appear to have turned out seriously and the insurance company of the Buick (our friends) feel they are being framed. If you can help us locate this man, be assured that any time he may be compelled to lose will be liberally taken care of and there is a possibility that he may not have to lose any time."

Anyone knowing anything concerning the above circumstances, please contact C. S. Rulon, Claim Department.



SEASONAL ADVERTISEMENTS  
 APPEARING IN SOME  
 SEVENTY NEWSPAPERS  
 IN AND ABOUT  
 LOS ANGELES



1940

1941



Does the time-worn phrase seem old-fashioned, out of date? Does the thought behind it seem to belong to another happier world we used to know?

The wish for peace and good-will is as old as time, itself. It is a hope and an ideal which has lived through a thousand wars. It will live on until the end of all things.

Despite the horror and despair which surrounds us, this crisis is but another brief moment in history. It will pass away, the guns will be silent and hatreds shall die.

But the love of peace and our fellow-man will continue. The time-worn phrase will renew itself in our hearts.

Peace on Earth;  
 Good Will  
 Toward Men!

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*Dear Rider:*

*I just want to say "Thanks"*

*During the past year you and I have gotten along better than ever before. You've shown me more consideration and I've tried to give you better service.*

*You have been quicker to give me a "pat on the back" and slower to criticize.*

*I appreciate your courtesies and I want to assure you that they will pay you better dividends in transportation.*

*I hope and believe our friendly relations will continue through 1941 - and for many years to come.*

*A Happy New Year to You*

*Your Motorman*

...

*Your Coach Operator*

...

*Your Conductor*

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# IS THERE A SANTA CLAUS?

(FROM THE NEW YORK SUN, SEPTEMBER 21, 1897)



"Dear Editor, I am eight years old. Some of my little friends say there is no SANTA CLAUS. Papa says 'if you see it in THE SUN it's so.' Please tell me the truth; is there a SANTA CLAUS?"

"VIRGINIA O'HANLON.

"115 West Ninety-fifth Street."

Virginia, your little friends are wrong. They have been affected by the scepticism of a sceptical age. They do not believe except they see. They think that nothing can be which is not comprehensible by their little minds. All minds, Virginia, whether they be men's or children's, are little. In this great universe of ours man is a mere insect, an ant, in his intellect, as compared with the boundless world about him, as measured by the intelligence capable of grasping the whole of truth and knowledge.

Yes, Virginia, there is a SANTA CLAUS. He exists as certainly as love and generosity and devotion exist, and you know that they abound and give to our life its highest beauty and joy. Alas! how dreary would be the world if there were no SANTA CLAUS. It would be as dreary as if there were no VIRGINIAS. There would be no child-like faith then, no poetry, no romance, to make tolerable this existence. We should have no enjoyment, except in sense and sight. The eternal light

with which childhood fills the world would be extinguished.

Not believe in SANTA CLAUS! You might as well not believe in fairies! You might get your Papa to hire men to watch in all the chimneys on Christmas eve to catch SANTA CLAUS, but even if they did not see SANTA CLAUS coming down, what would that prove? Nobody sees SANTA CLAUS, but that is no sign that there is no SANTA CLAUS. The most real things in the world are those that neither children nor men can see. Did you ever see fairies dancing on the lawn? Of course not, but that's no proof that they are not there. Nobody can conceive or imagine all the wonders there are unseen and unseeable in the world.

You may tear apart the baby's rattle and see what makes the noise inside, but there is a veil covering the unseen world which not the strongest man, nor even the united strength of all the strongest men that ever lived, could tear apart. Only faith, fancy, poetry, love, romance, can push aside that curtain and view and picture the supernal beauty and glory beyond. Is it all real? Ah, Virginia, in all this world there is nothing else real and abiding. No SANTA CLAUS! Thank God! He lives, and he lives forever. A thousand years from now, Virginia, nay, ten times ten thousand years from now, he will continue to make glad the heart of childhood.

