

TWO BELLS



WINTER IN THE SIERRAS

Volume 21 January-February, 1940 No. 1

TWO BELLS

DIVISION SCRIBES

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

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FRANK C. LYDIARD, Editor

Staff Photographer
HOWARD L. JONES

Staff Artist
GUY GIFFORD

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

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"Let's Make 1940 a Safety Year!"
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LARY REVENUE FOR NOVEMBER OPERATING RESULTS NOVEMBER, 1939 vs. NOVEMBER, 1938

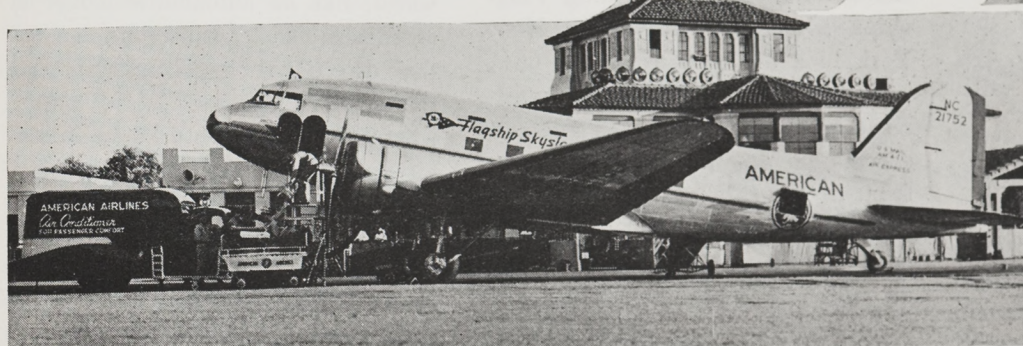
	1939	1938	1939 Increase+ Decrease— Over 1938
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	1,066,461	\$1,011,242	+\$55,219
Less:			
OPERATING EXPENSES (Amount spent for wages, maintenance, supplies, power, injuries and damages, employes' sickness, accident and life insurance payment and provision for renewal and replacement of property)	922,241	858,737	+ 63,504
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	77,378	65,221	+ 12,157
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	67,982	71,435	— 3,453
Total Expenses	1,067,601	995,393	+ 72,208
Leaves Net Profit or Loss	—1,140	+15,849	— 16,989

TRAVELING THE AIRLANES

An Inside Look at One of
California's Fastest-Growing
Industries.

Continuing Our Series of
Transportation Interviews.

By H. W. MUELLER,
Virgil Coach Division.



*Above: American Airlines
Flagship over the clouds.
Left: Being airconditioned
for passenger comfort.
(Note pumping truck at
extreme left).*

"FACT IS," said Mr. Clarke Ferguson, Assistant Western sales manager for American Airlines, "there's nothing romantic about flying any more. It is simply a business—just like the hardware business, for instance."

Although I am not familiar with the hidden attractions of the bolt and screw business, I politely disagreed with Mr. Ferguson. Air transportation is still a relatively new, unusual and, for people in moderate circumstances, somewhat expensive mode of travel. All this endows flying with a certain glamor of luxury, romance—and, yes, adventure. And yet, flying has become one of the safest modes of transportation. In 1939 the American air transport companies rolled up an impressive safety record: 88 million passenger miles per fatality, in comparison with 22 million in 1938 despite a

40% travel increase. 1,400,000 persons were carried through the air without receiving as much as a scratch. And the final stamp of approval has been placed upon air travel by those archtypes of suspicion and conservatism—the insurance companies. For the price of one round little quarter every passenger of a commercial airline now receives a \$1000 accident policy. Flying is really a business now.

"Up to now, wintertime always meant a curtailment of service," continued Mr. Ferguson while we were lighting our cigarettes, "but this year our company has decided to maintain full service because we are experiencing some of the heaviest traffic in our history. Modern, luxurious ships and greater safety have been contributing factors in the ever widening acceptance of flying as the modern way of transportation.

"And to what do you attribute this greater safety?" I asked, remembering the rather nasty crack-ups that marred the years 1936 and 1937 for the air transport business.

"Would you like to see for yourself?" was the answer. "Drive out to the airport and our Terminal Traffic Manager, Mr. Stanley True will show you the 'behind the scene' aspect of our business."

Half an hour later I stood in the office of the American Airlines, Inc. and talked to Mr. True, a serious-faced, but pleasant young man. He told me that this was the reservation office where half a dozen employes sat before turret boards, whose lights were continually blinking at the operators. Here the orders for reservations came from travel agencies, hotels, and private homes. On a little stand was a dia-

gram which showed how many seats on different planes had been sold and how far. American Airways flies the "Southern Sunshine Route" to the East over Tucson, Fort Worth, Nashville and Washington, operating 45 2-engine ships, each having accommodations for 21 passengers during daytime and 14 sleepers at night. On the wall was a blackboard showing weather conditions on the route. While I was watching one clerk reported: "Fine weather to Nashville, but heavy rains from Nashville to Washington." The weather here is not an idle topic of conversation but the vital factor for safe transportation. Although many new and better instruments have taken much of the danger of former years out of flying, the all-important question still is: "How is the weather?"

Flight Plans Detailed

This is clearly shown in the next room we enter. Clicking teletype machines bring constant reports of weather conditions all over the U. S. as far north as Alaska. From these reports the meteorologists prepare "air mass analysis" maps. These hang on the walls of this room and the incoming pilots study them carefully, preparatory to making out their Flight Plan. This is an exact description of every step of the flight that is to take place: at what heights they intend to fly, the horsepower they will use, wind-drift corrections and other technical data. I see a flight captain sitting at his desk in a corner, busily working his slide-rule, entering his calculations on the Flight Plan. After he has finished he hands the plan to the Flight Superintendent, who either O.K.'s it or makes changes. The captain and his assistant—called the First Officer—make a thorough examination of the plane, check the fuel supply (usually about 800 gallons of gas and 200 quarts of oil) and the report of the mechanical department. A Flight Captain may refuse to

sign the Flight Release if he finds anything that he considers a danger for the flight. In that case the trip is cancelled.

3000 Hours Necessary

Pilots must have had 2 years of college and at least 3000 hours of flying experience. They are not allowed to fly more than 85 hours per month or more than 8 hours a day. For this work the Flight Captain receives a yearly base salary of about \$3000—to which is added hourly flight pay: \$4.20 for daytime flying, \$7.50 for night flying.

We leave the office building and walk out on the flying field. There stands one of the glistening Flagships which will leave for New York in a few minutes. Right now, men from the commissary department go through the cabin and put everything in perfect order. In front of the ship stands an air-conditioning truck, a long hose connecting with it and shooting warm air into its Duralumin body. I walk in front for a closer inspection of the two 1100 H.P. Wright Cyclone engines; scrutinize the rubber de-icing boots which protect the edges of the wings from the dangers of ice formations. The whole ship is a marvelous and expensive piece of engineering work—the two carburetors alone cost \$650.00.

Engines Thoroughly Checked

Upon my question, Mr. True explains that the two engines consume about 90 gallons of gas per flying hour at 55% of its full power rating. At the normal cruising speed of 180 MPH. the engines are operated at only 1800 R.P.M. After every flight a close inspection and cursory overhaul is made; after every 575 flying hours the engines are dismantled and thoroughly checked and rebuilt.

We enter the cabin. The ship seats 21 passengers while the sleeper planes accommodate 14 travellers. Just now American Airlines

has ordered fifteen 4 engine, 40 passenger ships, costing about \$354,530 each. The four engines will develop 4800 HP. and the ships will have a cruising speed of 229 miles an hour.

We walk forward past the tiny kitchen where the stewardess will later prepare some delicious meals, and peer into the control room. The panel board is one mass of gauges, handles and switches. There are 145 instruments in this control room—130 of these are used during each flight, the other 15 only during emergencies. The popular conception of a transport pilot having his hands constantly on the wheel, like an automobile driver is erroneous. If he wishes he can set the directional gyrocompass, and the ship will fly itself. No matter what happens—a disturbance in the air throwing a wing down, the ship hitting a rough spot and starting to nose down or up—the gyro will correct it and keep the ship on its course. The pilots have time to do their navigation work, taking readings and enter them in their log books. All weather predictions are checked at various flight levels with the actual conditions.

Flight Channels Separated

How do they keep from running into each other? Simple. All West and South bound planes fly at even thousand altitudes, all East and North bound at odd thousand altitudes. Each flight channel is therefore separated by a thousand feet. No change in the course or altitude may be made without permission from the Flight Control office. In these altitudes the ships fly along specified lanes and stay on their course with the help of the Radio Direction Finder. The work of this Finder may be shortly explained as follows: Each airport sends out four signals which produce four radio beams. Two of them send the Morse Dot-Dash signal for "A," the other the signal for "N." On the straightest line between ports

the two signals merge and produce a hum which tells the pilot that he is on the "straight and narrow" road. If he hears the "N" signal predominate, he knows that he is too far on one side and corrects his course. The same goes for the "A" signal which he will hear if he flies too far on the other side. When he is directly over the airport, the sounds cease: he is in the "cone of silence." In this way the radio beams create an aerial highway which leads the pilot through the murkiest weather and blinding rain to his destination.

Air travel has become safe and comfortable. But more, it has become a pleasant mode of travel. Since it meant travelling through an entirely new and untried element—the air—the airline companies had to do a great amount of research work to make flying not only time-saving, but also nerve-saving. They found out, for instance, that chicken is the most digestible food in high altitudes—and that's why they serve chicken in every conceivable form and disguise. Interior decorators advised them as to the most restful colors for the eyes. When the eyes are happy, the stomach doesn't become rebellious. In spite of this, many passengers become air-sick. Hunting for the cause, the investigators found that the drone of the motors produced nausea. After that, cabins were sound-proofed. And so, step by step, little annoyances were eliminated—and the process is still going on.

A note of caution to prospective flyers: Fill your fountain pen only half full—the high altitudes will cause the liquid to expand and run over. Such are the hazards of flying!

We are leaving the plane and watch the passengers board. The Flight Captain signs the Flight release and climbs into his cabin. The cabin door closes. Now the heavy plane taxis down the runway, turns, comes back. With

brakes set, both engines are gunned so that one would think the plane would fly into smithereens. Then finally the ship rolls along and gracefully leaves the ground. Soon it is only a gleaming speck in the blue California sky.

There is an old Chinese saying: "He who has seen little, marvels much." Yet, in spite of the fact that nobody turns a head any more after passing airplanes, those of us who have not become callous to the wonders that surround us, marvel at the sight of a 12 ton metal ship rising apparently effortlessly into the air.

"Let's Make 1940 a Safety Year!"

START FLYING CLUB

Recently inaugurated for Los Angeles Railway and Los Angeles Motor Coach Company employes is a flying club to which the payment of \$40.00 entitles members to eight hours flight instruction with plane and instructor furnished. All who are interested in joining the club may obtain further information by getting in touch with R. V. West or Ed Potter, Sixteenth Street Coach Division, or D. C. West, Division One.

The plane to be used for instruction is an Aeronca Two Place Coupe with dual wheel control and fifty horse power engine. Operations will be conducted from the Municipal Airport in Inglewood with an instructor always available for advice at no charge to members. The club will be operated on a non-profit basis and initiation fees may be paid in installments.

Instruction available to members will include map work, blind flying, cross country flying, meteorology, and aerodynamics.

TRANSPORTATION CLASS HEARS SAFETY TALK

By C. L. SRACK, DISPATCHER
Los Angeles Motor Coach Co.

On January 8, 1940 the Highway Transportation Class adjourned for one night and all members present, together with several other employes and their wives and friends attended a showing of a series of motion pictures pertaining to SAFETY ON THE HIGHWAY given by the Department of Motor Vehicles and California Highway Patrol under the auspices of the Educational Division of the Pacific Electric Club.

Sergeant O. A. Richmond, of the California Highway Patrol, who was in charge of the program, gave a very interesting talk preceding the showing of the pictures. During the course of his talk the Sergeant pointed out the different characteristics of women drivers as compared to men. Generally speaking, he said, the average woman is a good driver; they cause less trouble on the road and become involved in less accidents than do the men in proportion to their number. This is due probably to the fact that they are either more careful or more timid. Two of the most common faults to be found with them are (1) driving in the center of the street and (2) failure to give proper arm signals. The corrective steps in these cases seem to be that of education and it is to this end that the Highway Patrol is lending its service.

In talking to the men the Sergeant was not so lenient inasmuch as they are obviously in the majority and therefore it is probable that they have all at one time or another violated every rule in the book. Some of these violations are the result of carelessness and some from ignorance. The Sergeant also pointed out the difference in the attitude of some men when pedestri-

ans and when motorists Walking along the street or in public places and in their social contacts, these men are perfect gentlemen whose conduct is above reproach, but let them get in a car and they become at once what may be called an "automaniac." They think nothing of cutting in and out of traffic, stealing the right of way, nearly running down pedestrians and in general making themselves a public

nuisance and a potential accident hazard. Statistics as compiled by the Highway Patrol reveal that the majority of accidents are caused by the following traffic violations. (1) Right of Way, (2) Speeding (3) Drunk Driving, (4) Running Signals.

A strong plea was also made for the protection of children in the streets and especially those on bicycles, roller skates, etc. Through the

co-operation of the parents the children are reached.

The motion pictures were very interesting and depicted the type of driving that eventually leads up to an accident.

In closing the program, the Sergeant commended the Motor Coach operators for their expertness and skill in driving in our city and requested their continued co-operation.

NEW BOOKS IN THE LIBRARY

LOS ANGELES TRANSPORTATION

A TRANSIT PROBLEM FOR THE LOS ANGELES METROPOLITAN AREA. 1939. Recommendations for development of facilities for private and mass transit in Los Angeles and a plan for coordination for mass transportation operations. A study made by the Transportation Engineering Board during the past year and a half.

URBAN TRANSPORTATION

GETTING AROUND IN THE CITY OF THE FUTURE. Charles Gordon. November, 1939. An address pointing out some of the problems of urban transportation the solution of which will be influenced by the psychological and political reactions of the riding public as well as by economic and engineering considerations.

MERCHANDISING TRANSPORTATION

FROM THE RIDER'S VIEWPOINT. L. Wingerter. 1939. The needs and viewpoints of the customers of transit companies. Market research and consumer research programs are mentioned.

TRAFFIC ACCIDENTS

TRAFFIC FATALITY ANALYSIS. A collection of charts illustrating the number and types of accidents during the past year in Los Angeles.

GEARS

HYPOID GEARS IN PASSENGER CARS AND TRUCKS. W. A. Witham. 1939. This pamphlet explains the difference between hypoid gears and spiral bevels and describes briefly production of hypoid gears. 28 illustrations.

TIRES

HOW TO CUT TIRE COSTS. Small booklet describing development in tire fabric which eliminates premature tire failure and blow-outs, due to generation of excessive internal heat.

DIESEL ENGINES

UNDERSTANDING THE AUTOMOTIVE DIESEL. An explanation of the simple elements of the diesel engine tracing the specialized developments.

PROCEEDINGS

AMERICAN SOCIETY OF CIVIL ENGINEERS. Proceedings. December, 1939.

NATIONAL ASSOCIATION OF BUILDING OWNERS AND MANAGERS. 1939.

METALS

THE ROLE OF NICKEL IN THE MACHINE TOOL INDUSTRY. 1939. A survey of metals which have been incorporated in machine tools.

TRADE LITERATURE

American Optical Company Safety Equipment Catalog.

Chemical Industries: Buyer's Guidebook Number, 1939-40.

Haynes Stellite Company: Cutting tools.

P. C. C. CARS

OPERATING RESULTS WITH P. C. C. CARS. Westinghouse Electric Company. 1939. Here is proof that average revenues have increased 10 per cent, speeds 8 per cent with platform and accident expense on the decline, with the new PCC cars.

FOREIGN TRANSPORTATION

TRANSPORT CONTROL ABROAD. W. R. Long. 1939. This report reviews such changes in transport-control methods in foreign countries—direct-

ed toward the coordination or regulation of transport services—as have developed since 1934.

ROAD BUILDING

STUDIES OF WATER-RETENTIVE CHEMICALS AS ADMIXTURES WITH NONPLASTIC ROAD-BUILDING MATERIALS. Public Roads Administration. 1939.

CONSTRUCTION TIMBER

CONSTRUCTION TIMBERS. American Society of Civil Engineers. 1939. A manual prepared to furnish design information on timber structures.

CODES

BUILDING CODE FOR CALIFORNIA. 1939.

PLUMBING CODE FOR LOS ANGELES, 1937-1938.

TRAFFIC

TRAFFIC FATALITY ANALYSIS for CITY OF LOS ANGELES, 1938. R. T. Dorsey, Traffic Engineer and the Los Angeles Police Department. Charts illustrating accident percentages for the past year.

RADIO

RADIO INTERFERENCE AND THE COMMUNITY. A. V. Eastman. 1939. The problem of radio interference in the city and some of the basic factors involved in control.

A. S. C. E. PROCEEDINGS

A.S.C.E. PROCEEDINGS 1939. Partial contents: "Transportation Developments in the United States; Bridge and Tunnel Approaches; Transient Flood Peaks."

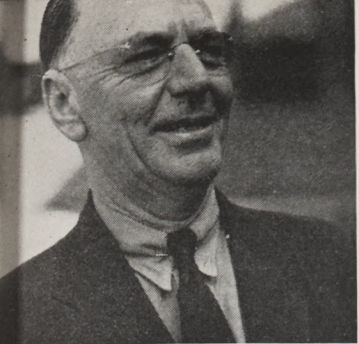
WOMEN

WOMEN AT WORK: A tour among careers. 1939. An outline illustrating women's advancement in business, the professions, sciences and arts in the past half century.

BUYERS GUIDE BOOKS

McRAE'S BLUE BOOK. 1939.

CHEMICAL INDUSTRIES BUYER'S GUIDE. 1939.



Motorman A. H. Middleton

FAMOUS FACES



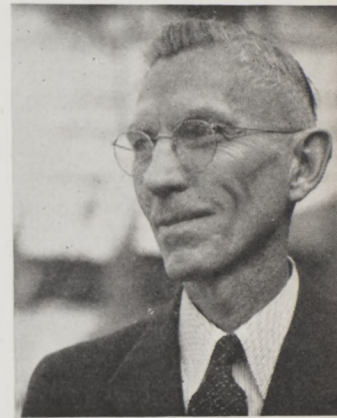
Conductor W. H. Harp



Motorman J. M. Craft



MOTORMAN O. H. BURTON AND
CONDUCTOR F. R. JONES ENDORSE
OUR 1940 SLOGAN



Messenger C. Farrah



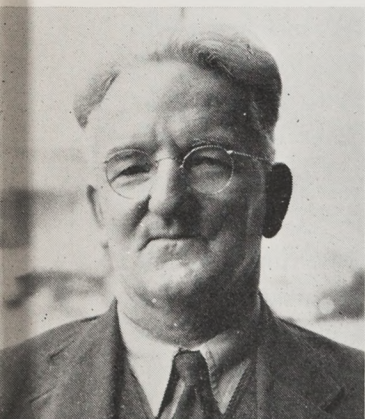
Motorman R. A. Gillis



Conductor R. B. Means

— OF —

DIVISION 1



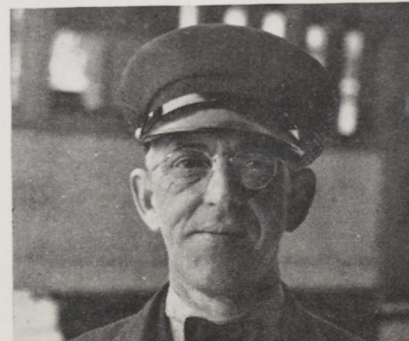
Motorman J. W. Bond

(Lower left)
*Transfer Clerk E. C. Hickey,
Motorman W. S. Lloyd*

(Lower right)
*Motorman W. H. Bence,
Conductor C. W. Kafka*



Conductor H. B. Mann



SUPERVISOR NEWEN PASSING MOURNED

T. K. Newen, former supervisor at the Los Angeles Motor Coach Company, passed away suddenly on January 18 of a heart attack.

Mr. Newen was born in Boston, Massachusetts, September 3, 1902. He was employed by the Los Angeles Motor Coach Company as a coach operator on September 9, 1927, and on February 1, 1930, was promoted to supervisor and dispatcher. At the time of his death he was temporarily assigned to accident prevention duty and was doing exceptionally well at this work, gaining unusual cooperation among the men. As a reflection of his fine personality and good work, Mr. Newen gained many friends and was very well liked.

The employes of the Los Angeles Motor Coach Company are deeply grieved by his passing, and extend their sympathies to Mrs. Newen.

OBITUARY

The wife of Joseph H. Manier, Conductor, Division 4, died December 1, 1939.

William Sambus, Watchman in the Transportation Department, died December 2, 1939. He was born in Benr, Germany, September 15, 1883, and entered the service as Conductor, Division 4, May 5, 1913, appointed Watchman, in the Transportation Department, May 26, 1938.

The wife of Frank Jones, Conductor Division 1, died December 10, 1939.

Ferdinando Chiappatta, on the Pension Roll, died December 26, 1939. He was born in Italy, January 22, 1866, and entered the service of this Company as Car Cleaner in the Mechanical Department, February 13, 1907, appointed Painter's helper in the Mechanical Department, November 1, 1910, and placed on the Pension Roll March 1, 1930.

The wife of James C. McHenry, Conductor, Division 5, died December 26, 1939.

Jack Chadwick Kennedy, Conductor Division 5, died December 31, 1939. He was born in Chickasha, Oklahoma, May 20, 1916, and entered the service as Conductor, Division 5, May 16, 1939.

Francisco Ruiz, Oiler, Way & Structures Department, died January 5, 1940. He was born in Mexico October 4, 1882, and was employed as Oiler, September 16, 1917.

Thomas Forrester, former Motorman, Division 1, died January 8, 1940. He was employed January 6, 1920, and closed out of service on account of continued ill health April 7, 1939.

Bernard Briggs, Motorman Division 4, died January 17, 1940. He was born in Mt. Sterling, Illinois, September 21, 1885, and entered the service of this Company as Motorman Division 2, August 14, 1923, transferred to Motorman, Division 4, July 10, 1932.

Lawrence Rosa, Motorman, Division 3, was placed on the Pension Roll, effective December 10, 1939. Mr. Rosa entered the service May 21, 1918, as Motorman Division 4, transferred to Division 3 as Motorman, May 29, 1918. His present address is 619 Cypress Avenue, Los Angeles.

Acknowledgements expressing appreciation for the sympathy extended them during their recent bereavements have been received by the Company from Mrs. Shirah, friend of Charles Adolfsen; Mr. and Mrs. Wm. Teppich, friends of William Sambus; Frank Jones and family; Mr. and Mrs. George Faulkner, niece of Ferdinando Chiappatta; Mr. J. C. McHenry and Mrs. Gladys Spradling; Mrs. Gladys Kennedy, Mrs. Bess Kennedy, Mr. and Mrs. W. B. Smith and Mr. Jim Kennedy; and M. J. Barnett, family and relatives.

"Y" CAMPAIGN ON

The Los Angeles Railway will have an entirely separate race of its own in the 1940 Los Angeles Downtown Y. M. C. A. Membership Campaign.

The Campaign this year will have as its motif a Kentucky Derby. Heads of divisions will be "owners" of stables; and heads of teams will be "trainers," each having four jockeys on their team. The L. A. RY. division will be called the "Brown Stables," whose owner is C. W. Brown of Division IV. The Brown Stables will have several horses running in a race against each other and these horses will represent different divisions of the L. A. RY. The divisions that have already started their organizations are: Division 1, Division III, Division IV, and Division V. Each of these divisions have plans to win this race, and believe us the race is going to be a "hot" one. There will be separate prizes for the L. A. RY. race which will add interest to the affair.

It is the desire of the 90 L. A. RY. employes who are already "Y" members to triple the number so that this year there will be tournaments in all types of sports and games for L. A. RY. members. With so many Railwayans already "Y" members, it ought to be very easy to build that number up to a size to facilitate any kind of activity among the employes.

The campaign will run from January 29th until February 8th. If you are not a "Y" member and are interested in joining, you will find a table of information at each division during this campaign.

If you want to have some real fun, and compete with other L. A. RY. divisions, join the "Y" and get into this campaign and the tournaments that will follow.

Schedule - Makers Visited

By C. J. KNITTLE

BEFORE entering upon the subject of how schedules are made it is well to visualize the geographical nature of Los Angeles and its surrounding communities.

Like many large cities we find a metropolitan business and shopping district approximately one and one half miles long and one mile wide. To the east and south of this commercial area are the heavy industrial districts and completely surrounding these two essential elements is a well developed residential area of 440 square miles. This is Greater Los Angeles and by adding the suburban communities of Hawthorne, Inglewood, Lynwood, South Gate, Huntington Park, Bell, Maywood, and Vernon we have a complete picture of the vast territory served by cars and buses of the Los Angeles Railway.

Of the twenty-three main rail lines, fourteen are considered "double lines." This means that they operate from one section or community to the Metropolitan District, through it, and continue to serve another section on the opposite side. The remaining lines operate from important points in the Metropolitan District such as Civic Center and the Union Depot to certain residential districts, or are used exclusively for crosstown service. Of the twenty-five Los Angeles Railway bus lines, three provide transportation from residential areas to the central business district. The remaining buses are used for crosstown, extension, shuttle, or inter-suburban service.

Travel Checks

The preliminary step in the building of a new schedule is to place traffic observers at each time point on the line to check time and travel in both directions. This check is usually made for two days and

covers a seventeen-hour period starting at 6:00 A.M. From these sheets the Supervisor of Schedules, Mr. C. F. Egan, figures the average consumed time between time points at various periods of the day and makes up the running time chart to conform with these figures, a copy of which is given to each motorman on the line.

The second step in schedule planning is to figure the number of cars required for each fifteen minute period in the morning and evening rush. In this respect he must endeavor to provide adequate service without impeding the free movement of cars in the business district and at the same time conform to a ruling by the Board of Public Utilities which requires the Company to provide sufficient service that the average load for any twenty minute period in the A.M. or P.M. "peak" will not exceed 70% of the seating capacity. On P.C.C. cars 50% over seating capacity is permitted.

With this completed, Mr. Egan sets the base headway (space between cars in mid-day service). This is the period between 9:00 A.M. and 4:00 P. M. In this part of the schedule, he strives to provide a seat-per-passenger and calculates the headway from the traffic observers' reports.

Evening service, though based on the same principle as mid-day service, is not as stringently observed for it also adheres to a principle of reasonable frequency and usually carries much less than a seated load. Mr. Egan then turns over his calculations to one of his four schedule-makers.

In the Making

Starting with the first morning car, the schedule maker, with respect for the public riding habit, makes no changes over the previous early morning schedule. On reach-

ing the 6:00 A.M. hour he will consult Mr. Egan, if not already informed, for the proper headway for the A.M. peak period. With this information he works in the tripper service (extra cars), indicating their pull-out, terminal, and pull-in time, at the same time stepping up or holding down his regular service by changing their running time to prevent irregular headways when the trippers pull out or in.

On completing this, the schedule maker lines up the mid-day service to comply with the base headway prescribed by Mr. Egan. This is much simpler than the A.M. peak part of the schedule but at 4:00 o'clock (on the schedule) he must again look up the new P.M. peak headway and work in the evening rush trippers in the same manner he did the A.M. trippers. Later, with the P.M. trippers properly assigned to the car house he must again see Mr. Egan for possible changes in early evening headways.

Late evening service is seldom changed for, like the early morning schedules, the public riding habit must be respected as well as the principle of reasonable frequency. If the line for which the schedule is made has owl service, the schedule maker simply transfers the owl schedule to the one he has just made. This is called the master-schedule.

The Sub-division Schedule

Upon the completion of the master-schedule, a new chart is made from it showing the Train runs as they appear on the master-schedule but instead of showing the terminal leaving times the chart shows only the time the cars are due to pass the relief point and the total time each car (or Train run) is on the road. The purpose of this chart is to assist the schedule maker in cutting up the Train runs into Work runs. In doing this he must comply with an agreement the Company has made with the Transportation Union: that 50% of the runs must be straight runs; that split runs

must be completed in 12 hours, and that the runs must have 48 hours per week. This final schedule, showing both Train and Work runs is blue-printed and posted at the Divisions where it is generally referred to as the trainmen's schedule.

"Let's Make 1940 a Safety Year!"

REFLECTIONS ON THE PASADENA ROSE PARADE

Anyone who saw the Rose Parade spectacle in Pasadena on New Year's Day will have been amazed at the enormous crowds that assembled in the early morning hours to see Southern California's unique festival. They came by car, bus, electric railway, and plane. One million, five hundred thousand visitors—that's the figure given by newspapers. Allowing for the usual exaggerations, it is undoubtedly true that well over a million people crowded into Pasadena. In order to direct this vast throng, police forces from Los Angeles and surrounding communities were pressed into service, boy scouts tried to give directions with the help of compass and charts, State Highway Patrol officers rent the air with ear-splitting exhaust explosions and added to the general confusion. Ambulances stood ready to take care of people overcome by heat (or perhaps in danger of drowning). All this effort to prevent a million flower-lovers from trampling each other to death!

Yet our company carries nearly the same amount of people every day in its cars and coaches, with a minimum amount of turmoil and confusion. If we add to this the number of patrons carried by the L. A. Motor Coach Company, we arrive at a figure well above the Pasadena crowd. When a transportation company can handle such crowds efficiently and with a minimum of annoyance to the riders, it can certainly lay claim to a great public service in its field.

Suggestion Awards Made

AFTER days of careful consideration given to the merits of two hundred and fifty suggestions for betterment of our service, the Suggestion Committee emerged from its huddle with the following prize winners:

First prize—\$15.00, to G. H. Buttner, Division 4, for "Installation of Five Green Interior Lights on P. C. Cars to Eliminate Reflection of Interior Lights on Front Windshield."

Second prize—\$10.00, to H. I. Billings, Division 5, for "Accident Memorandum Cards to Facilitate Securing All Necessary Information at Time of Accident."

Third prize—\$5.00, to W. A. Baker, Mechanical Department, 16th Street, for "Device for Carrying Exhaust Fumes Away from Coach."

Special Safety prize (this is a separate award for the best suggestion turned in relating to safety)—\$15.00, to C. W. McGehee, Division 1, for "Operation of Block Signals at Virgil and Private Right-Of-Way Twenty-Four Hours a Day Instead of Former Partial Operation."

Awards during 1939 of \$1.00 and certificate of merit were made to thirty-nine employes out of two hundred and fifty entries received. Those employes receiving awards follow:

The three best suggestions for 1939:

\$15.00 to G. H. Buttner—Suggestion No. 1030.

\$10.00 to H. I. Billings—Suggestion No. 932.

\$5.00 to W. A. Baker—Suggestion No. 870.

The safety award suggestion chosen for 1939:

\$15.00 to C. W. McGehee—Suggestion No. 820.

Suggestions were received unopened by the Committee, after which the names were then removed and the suggestion sent to the head of the department concerned. Having considered all possibilities of the suggestion, the department head then reported his recommendations to the Committee which wishes to express its thanks for the careful investigation made of these entries.

All employes are urged, during 1940, to contribute any ideas they may have which they feel will be of benefit to our company.

Accepted Suggestions for the Year 1939

NAME	DIV.	SUG. NO.
Allen, H. L.	3	796
Baker, K. C.	16th St. Coach	651
Baker, W. A.	Garage	870
Barone, W. B.	3	954
Billings, H. I.	5	786
Billings, H. I.	5	932
Billings, H. I.	5	969
Blaylock, W. L.	Virgil Div.	806
Burk, A. J.	16th St. Coach	827
Buttner, G. H.	4	1030
Connolly, F. D.	4	902
Crouse, L.	Mech. Line Dept.	968
Egbert, J. J.	1	958
Elmore, J. H.	Virgil Div.	962
England, A. I.	1	817
Evans, L. R.	5	1023
Fagan, J. M.	Virgil Div.	859
Fronk, C. K.	Virgil Div.	844
Gable, L. J.	4	905
Gentry, M. L.	Garage	963
Hoskins, N. L.	1	815
J. M. Hunt	16th St. Coach	982
Lane, N. W.	Garage	813
Lehmann, M. V.	Garage	858
McGehee, C. W.	1	820
Mueller, H. W.	Virgil Div.	893
Palfreyman, F. A.	16th St., Coach	916
Ralphs, F. T.	Garage	928,929,951
Sears, C. W.	Virgil Div.	909
Sells, C. L.	4	772
Stange, F.	16th St. Coach	810
Stayton, D. L.	1	821
Stearns, W. Y.	Virgil Div.	911
Swain, M. O.	5	1003
Thomas, R. H.	4	933
Thurston, W. H.	Virgil Div.	1019
Trice, C. W.	3	824
Tucker, P. D.	16th St., Coach	783
Weberg, W. A.	Garage	965
West, D. C.	1	1001

Looking at the Clubs

VETS' CLUB

By ED ROCHE

The splendid Inglewood Post No. 13 Canadian Legion B.E.S.L., under Commander Ed Gutheridge, and its equally splendid Auxiliary under President Mrs. Walter Bennett, conducted the joint installation ceremonies held at Patriotic Hall, January 9, with the floor work being done by the crack uniformed drill teams of the Post under Capt. Ed Gutheridge, and of the Auxiliary under Capt. Ivy Barker. Executing difficult and intricate maneuvers with perfect military precision, the teams received prolonged applause.

The following officers were installed for 1940 for the club:

Commander, R. C. Hoyle; 1st Vice Commander, C. W. Hannon; 2nd Vice Commander, T. L. Hutchings; Adjutant, M. Z. Taylor; Finance Officer, F. A. Smith; Chaplain, T. A. Wilson; Sergeant-at-Arms, I. C. Freivogel.

Commander Hoyle announced as Division Commanders: Div. 1, C. J. Clark; Div. 3, L. T. Staten; Div. 4, C. J. Knittle; Div. 5, G. Musselwhite.

For the Auxiliary: President, Esther L. Williams; 1st Vice President, Susie Hannon; 2nd Vice President, Gladys Taylor; Secretary, Ella Hoyle; Treasurer, Josephine Clark; Chaplain, Ethel Sausser; Conductress, Betty Roche; Color Bearer, Marjorie Wilson; Standard Bearer, Marie Freivogel; Patriotic Instructor, Edith Duncan; Trustee, Evelyn Staten; Guard, Ruby Lynn.

President Williams presented a beautiful bouquet to Capt. Ivy Barker, and a gift to Capt. Barker and each member of Post 13's Auxiliary

drill team; also a gift to each of her 1939 officers. 1940, you know, is Esther's second year as President. She did so well last year the members of the club's Auxiliary re-elected her by acclamation.

Among the distinguished guests present were Past President Irene Burgoon of the County Council; Past Commander Al Brehm of L. A. Ry. Post No. 541; Esther Wickham and Mrs. Murphy of L. A. Ry. Post No. 541 Auxiliary, American Legion; President Ken Sloan of the L. A. Ry. Baseball League and Mrs. Sloan; and Past Commander William Briers of Inglewood Post No. 13, Canadian Legion. Comrade Briers introduced Mr. and Mrs. Barker, uncle and aunt of Capt. Ivy Barker. Mr. Barker was President of the American Aeronautical Society from 1914 to 1919, the World War years. Mr. and Mrs. Barker are from New York City.

Miss Mary MacKichan, who conducts a school of dance for children at 10824 S. Broadway, presented her Southwest Starlets in a fine program of songs and dances. The audience gave Mary and her Starlets a large volume of applause.

Comrades Ed Roche, chairman, and Andy Duncan and "Jack" Jackson served as reception committee.

Upon completion of the program the meeting adjourned to the dining room where delicious cake and fine coffee were served on tables decorated with the club Auxiliary colors, blue and gold.

The meeting of the Order of the Sword held in Patriotic Hall, Saturday, January 27, under its new Commander, Grand Knight "Jack" Jackson, was most enjoyable.

The Order's "goat" was in fine fettle, and the candidates had most

enjoyable (?) rides. You don't believe me? Ask them!

The next meeting of the club and Auxiliary will be held in Patriotic Hall at 8:30 p.m. Tuesday, February 13.

VETS' CLUB AUXILIARY

The annual installation of officers was held Tuesday, January 9th. Considering the rainy weather we had a grand turnout. Names of officers will be found elsewhere on this page, entertainment and refreshments were enjoyed by all. Next regular meeting will be held Feb. 15.

All officers and members are urged to attend, to discuss and help plan future events. Gypsy basket must be turned in at this meeting. Do you have it? If so bring it with you.

SQUARE AND COMPASS

By WALTER E. WHITESIDE

The December meeting being election of officers the attendance was large and enthusiastic. There was considerable speculation before and during the dinner on who would govern the Club during 1940. The first order of business was President Pedersen's retiring speech.

The results of the election placed the following Brothers at the helm for 1940—H. H. Peterson, president; J. J. Inman, vice-president; J. E. Steenrod, secretary; L. B. Yeager, treasurer; A. G. Rex, chaplain; and R. B. Smith, marshall.

On taking office President Peterson outlined his aims for the year and asked for the co-operation of all members. The following committee chairmen were appointed

with the stipulation that they appoint their own members: Auditing, W. M. Morgan; membership, Bill Greenwood; degree team, P. T. Klingsmith; and publicity, W. E. Whiteside. It being a rule of the Club, Vice-President Jimmy Inman heads the entertainment committee.

Let us now look to the January meeting with our new prexy in the No. 1 seat. We were somewhat aghast when he called for a roll call of officers, this being something new in the history of the Club. Judging from reports of the newly appointed committees they certainly have been hitting the old proverbial ball. Any of you fellows who are not members are sure missing out on some swell times the second Saturday night of each month. Why not join today?

The following were elected members of the Club during December and January: R. H. Thomas, C. E. Benton, R. T. Gamble, C. H. Ecton, and J. Bakesef.

Pete—the membership wishes to thank you for your untiring efforts in leading the Club through a swell year during 1939 and extends good luck to Herb during 1940.

"Let's Make 1940 a Safety Year!"

WOMEN'S CLUB

By MRS. C. A. EVANS

On December 7, the first club meeting following the bazaar, financial reports were given by the various booth chairmen. Those present were happy to learn that the proceeds were sufficient to generously fill fifty Christmas baskets with food, clothing and toys. It is a gratifying pleasure to give extra holiday happiness to the needy families in our company.

Members of the Club were honored to have President P. B. Harris as special guest and enjoyed his greeting and message.

Mrs. E. V. Athenous, Mrs. E. K. Urban, Mrs. A. H. Middleton and Mrs. M. S. Thomas were the refreshment committee.

The following officers and board members: Mrs. Paul Brown, Mrs.



"Yes, dear, I'll be very, very warm, but how'll I move?"

L. B. Meek, Mrs. S. T. Brown, Mrs. Carl Larsen, Mrs. J. T. Watts, Mrs. W. G. Clardy, Mrs. L. F. Robinson, Mrs. B. F. Fulton, Mrs. L. M. Coe, Mrs. A. P. Rucker, Mrs. E. V. Athenous, and Mrs. J. W. Inman were hostesses at the annual Christmas party in the attractively seasonal, decorated club rooms on December 21.

Mrs. R. T. Thorpe, wife of one of our trainmen from Division One, with her talking dog, Sunny Boy, illustrated in Ripley's "Believe It Or Not," and students from Colley's School of Music presented an unusually entertaining program.

Members of the Los Angeles Rail-

way Women's Club were privileged to have Mrs. Faith Holmes Hyers, Publicist of the Los Angeles Public Library and Miss Emma Quigley of the Los Angeles Railway Library as special guests at the regular Club meeting on January 4.

Many of us listen to Mrs. Hyers' Sunday radio program entitled "Looks at Books" and enjoyed having her again this year as guest speaker. Mrs. Hyers gave an interesting and entertaining review of some of the latest books under the classification of: information, inspiration and relaxation.

Miss Quigley inspirationally discussed the importance and value of

reading for self improvement, extending us an invitation to use the Company library for that purpose.

At the close of the meeting, refreshments were served by Mrs. L. B. Meek, Mrs. N. E. Mackey, Mrs. A. E. Russell and Mrs. C. Hendricks.

On January 11, members of the club enjoyed a luncheon prepared by Mrs. W. G. Clardy, Mrs. Paul Brown, Mrs. E. V. Athenous and Mrs. J. W. Inman and served by Mrs. J. T. Watts, Mrs. L. M. Coe, Mrs. B. E. Timbs and Mrs. C. A. Evans. Cards were played following the luncheon with prizes for high scores won by Mrs. D. W. Painter in bridge, Mrs. H. W. Bailey in five hundred and Mrs. F. O. Rowbottom in bunco.

On January 18, Prudence Penny of the Los Angeles Examiner conducted a cooking school with an efficient and jolly demonstration of a complete dinner. Thanks to Miss Penny's generosity, the prepared food was distributed to the winners of a raffle.

Refreshments were served by Mrs. H. A. Dewey, Mrs. D. W. Painter, Mrs. C. G. Rogney and Mrs. C. A. Evans.

RETIRED EMPLOYEES



By P. C. McNAUGHTON, *Sec'y.*

Owing to the absence of both the President and Vice-President at our regular monthly meeting, held December 14th, the secretary had to fill all three offices. Col. W. H. Evans, Minister Plenipotentiary for the Govt. spoke to us for an hour on conditions as they exist today, in Europe. He told of Sweden's excellent housing system, and the wonderful political conditions in that country. Also, he said that in Russia today, there is no Commun-

ism, but a worse despotism under Stalin, than ever existed under the Czars. It was a most interesting talk, and certainly educational.

Two members were added to the Pension Roll. At our regular monthly meeting on January 11, 1940, our President, Mr. C. M. McRoberts, was unable to be present because of illness, and the Vice-President, Mr. W. G. Miller, presided, and also introduced the speaker of the day, Mr. S. M. Bernard, who talked to us for over an hour, his subject being: "Eighty Days Around the World." It was a most interesting and instructive talk, and so much enjoyed, that Mr. Bernard was asked to give another talk in two months, which he has consented to do.

Notwithstanding the bad weather, and so much illness, there was a fair attendance, and all who came felt very well repaid for the trouble in getting to the meeting through the rain.

"Let's Make 1940 a Safety Year!"

AMERICAN LEGION LARY POST 541

By LEO L. LEASMAN

Friday, February 2nd, 9:30 A.M., at Berendo Jr. High school, both Post and Auxiliary will make school awards; the Post to the Honor boy and girl and the Unit to the second and third, boy and girl. Comrade Ed Roche, School award chairman, will speak on Americanism, Mrs. Maudie Zellers will make the second award, and Mrs. Hester Coverdill the third.

February is 17th District month at Sawtelle so let's all try and go and pay the comrades a visit. We have three of our Post members in the Hospital.

February 11th, the Post is putting on another show at Sawtelle so try and go. That will be at the Recreation center, at 7:30 P. M.

February 6th, is our next regular meeting and from all I can learn the Auxiliary will strut their stuff that evening, as they will install the

A LINE FROM OUR GOOD FRIEND R. B. HILL

Honolulu T. H.
Jan. 3rd. 1940

Dear Friends All:

It is impossible to find words to properly express my gratitude for the manifestations of friendship and loyalty shown me on my recent visit to the mainland.

I regret that on account of ill health and other conditions it was impossible to personally contact all.

As years roll by I more fully appreciate how fortunate my lot to have been a member of the Los Angeles Railway family.

To have had the privilege of working for such a wonderful organization and be allowed to work with this family of such fine type and enjoy their friendship and loyalty I am duly grateful.

The "Bon Voyage" gifts sent to the boat were beautiful and appropriate and Mrs. Hill and myself wish to thank you from the bottom of our hearts for them and also let you know that we are still enjoying some of them.

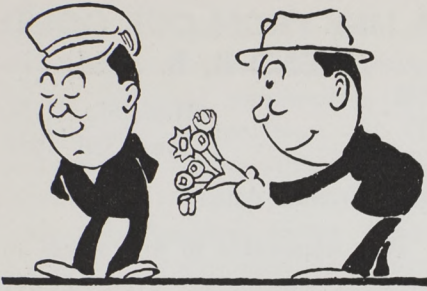
May the year 1940 be for the Company and for all of you the most pleasant and profitable of all the years gone by, is the wish of both of us.

Aloha nui pumehana

R. B. (Bob) Hill

Jr. girls into a Jr. Unit. The Post will meet with the Unit for the ceremony after a short meeting.

February being Americanism month for the American Legion and Auxiliary, Mrs. Maudie Zellers, Americanism chairman for the Unit is planning a short program, with several vocal selections, by Miss Virginia Hogan. Refreshments will be served by the Unit at the close of the meeting. Comrade Ed Roche will be the guest speaker. His subject will be Americanism.



PATRONS'

TOURISTS SHOWN EXCEPTIONAL COURTESY . . .

"Some six weeks ago my wife and I were in Los Angeles for several days and one Sunday we decided we would do some sightseeing by street car.

"My purpose in writing you is to make mention to your company of the exceptional courtesy and interest shown by the conductor of one of your cars. His employe number was 2949 (*M. F. Crouse, Div. 4*) and he was most thoughtful and helpful in suggesting to us various routes on which we might travel to see the most we could in the time we had.

"While his efforts to help us were exceptional, we noticed that on almost all the cars on which we traveled your employes were more than ordinarily courteous and we want to express our appreciation of this fact. It shone by contrast with some other places."

THEODORE B. FOBES,
Burgess-Fobes Co.,
106-122 Commercial St.
Portland, Maine.

"JUST ABOUT 100%" . . .

"I wish to write a word of commendation for one of your operators. Badge No. 2346 (*J. L. Bradford, Div. 4*) on the Pico line. Having had occasion to observe the work of this young man recently for the entire length of the route, I would say that for courtesy-plus and efficiency, he was just about 100%, also pleasing personality and good voice. Mrs. Moore and I being somewhat strange in the city, appreciated this sort of service also the new style cars."

JOHN M. MOORE,
3168 Hawthorn St.
San Diego, Calif.

EXCELLENT DRIVER AND MOST KIND . . .

"I want to speak about a certain driver on your Beverly Boulevard bus run ot town. His number is 42 (*J. C. Harris*). Not only is he an excellent driver but he is most kind.

"Today he saved a bus load of people

by his quick-thinking and expert driving. Then at 2nd and Hill, seeing in his mirror a tiny crippled lady with crutches wanted to get off, he came to her aid and lifted her off the bus in his arms. It brought the tears to several passengers' eyes, including my own. You have a fine driver there!

CONSTANCE GRAMLICH,
(Mrs. Geo. Gramlich)
129 N. Oxford Ave.
Los Angeles.

A WORD OF CONGRATULATION . . .

Subject: Courtesy of Conductor No. 531 (*M. B. Buechert, Div. 4*).

"During these days of "hurry and scurry" we are often ready to criticize or complain and very seldom take the time to give due praise or compliments.

"But today, I wish to take time to express my appreciation of the courtesy shown to each and everyone on the "L" car, by the conductor No. 531. This conductor never had too many questions asked of him that he couldn't always give a courteous and pleasing answer to each. He had a very fine, clean appearance and a kind manner in helping your customers—especially did his kindness and help show up when assisting an elderly, crippled lady to board the car.

"To me, a gentleman of such courtesy deserves a word of congratulation—and the company too for hiring such men."

(Mrs.) M. H. CURTIS,
615 N. LaFayette Park Place,
Los Angeles.

PATRON GRATEFUL . . .

"Enclosed is 15c to cover my fare this evening on coach 3912, from West Los Angeles to Fairfax and Wilshire.

"I want to express my gratitude and thanks to you and Operator 727 (*Ben Smith, Wilshire*) for the courtesy shown me in an embarrassing predicament."

M. SILK,
147 S. Martel,
Los Angeles.

THANKS, BILL HENRY

(*L. A. Times, Dec. 24, 1939*)

"There's quite a bit of the old Yuletide spirit around—and the best of it doesn't come in a bottle, fellers. Beryl Smith took a packed yellow car this week and saw a lady, loaded with bundles, start for the door through the mob in the aisle. The silver-haired conductor—his number is No. 164 (*J. H. Stanley, Div. 5*)—instead of yelling "Hurry Up" or danging the bell and carrying the unfortunate lady past her stop—took the bundle over the heads of the intervening passengers, waited till the lady reached the steps and handed the package to her with a smile. If they were all like that there wouldn't be so much yelping about the car service, I should imagine, although conductors strike me as a long-suffering and much-maligned group of individuals."

MOST COURTEOUS . . .

"I was on the Sunset Boulevard motor coach and I wish to say I noticed your operator 616 (*W. Bishop*) was most courteous to everyone, especially a cripple whom he helped on and off, and felt you would like to know this."

DARIEL FONTAINE,
1431 N. Normandie,
Los Angeles.

From Our Mail Sack Also
Come Letters of Commem-
dation to . . .

PLAUDITS



TRAINMEN

L. E. Adkins, Div. 1
 S. M. Alexander, Div. 3
 S. R. Anstine, Div. 5
 J. M. Ashcraft, Div. 1
 P. E. Ashley, Div. 1
 E. V. Athenous, Div. 1
 E. R. Auffart, Div. 4
 S. A. Auger, Div. 3
 H. D. Baker, Jr., Div. 5
 J. D. Ball, Div. 1
 Z. A. Barrows, Div. 1
 J. R. Bass, Div. 4
 E. N. Bliss, Jr., Div. 4
 R. L. Boatright, Div. 4
 J. L. Bradford, Div. 4
 **X. Bryan, Div. 5
 *E. A. Burgess, Div. 4
 C. D. Burnett, Div. 1
 R. Campbell, Div. 1
 L. Childress, Div. 1
 O. C. Clemens, Div. 4
 C. C. Collins, Div. 4
 B. D. Cowdrey, Div. 3
 R. F. Cox, Div. 1
 V. E. Cromb, Div. 4
 *J. B. Cutberth, Div. 4
 R. E. Damm, Div. 4
 H. T. Deane, Div. 3
 C. M. Delahunty, Div. 3
 H. J. Drohen, Div. 5
 J. T. Edmiston, Div. 3
 C. H. Edwards, Div. 4
 A. B. Flowers, Div. 1
 E. W. Garrett, Div. 4
 *I. Gasparro, Div. 3
 J. E. Goddard, Div. 1
 E. W. Goldsberry, Div. 4
 G. Griffin, Div. 3
 R. M. Gross, Div. 5
 H. F. Hames, Div. 3
 G. W. Hargrove, Div. 1
 W. J. Harris, Div. 4
 R. W. Harry, Div. 4
 B. E. Haskell, Div. 5
 F. Hawley, Div. 1
 E. E. Henry, Div. 1
 *S. C. Hodel, Div. 4
 *L. G. Homrighausen, Div. 1
 W. D. Hoting, Div. 1
 *G. D. Howard, Div. 4
 H. L. Ihrig, Div. 5

S. K. Johnson, Div. 5
 A. F. Kiefer, Div. 4
 H. F. Keiser, Div. 1
 D. I. Kenyon, Div. 4
 G. I. Kimbrough, Div. 4
 *I. Kudler, Div. 1
 J. W. La Gue, Div. 5
 G. Laird, Div. 5
 S. L. Lake, Div. 4
 T. L. Latham, Jr., Div. 4
 C. W. Lentz, Div. 3
 A. Lucas, Jr., Div. 5
 D. L. Lowen, Div. 4
 R. E. Malcom, Div. 3
 L. B. Meek, Div. 3
 L. L. Meeker, Div. 5
 *G. G. Mellick, Div. 5
 **R. G. Monahan, Div. 3
 F. W. Mooney, Div. 4
 H. Morris, Div. 4
 J. L. Morris, Div. 4
 *W. H. Murray, Div. 4
 W. V. McCafferty, Div. 1
 A. C. McKnight, Div. 3
 M. C. Nixt, Div. 5
 R. S. Oberg, Div. 5
 E. W. Park, Div. 1
 G. R. Perdew, Div. 3
 F. C. Peterson, Div. 3
 M. W. Peterson, Div. 5
 *D. F. Pickett, Div. 4
 C. P. Polin, Div. 5
 P. D. Proud, Div. 1
 C. F. Prowse, Div. 4
 H. E. Quincy, Div. 4
 *H. E. Rardin, Div. 3
 W. G. Reddick, Div. 4
 B. A. Rich, Div. 5
 R. K. Rose, Div. 1
 R. J. Rowe, Div. 4
 N. C. Rupe, Div. 3
 J. San Marco, Div. 3
 J. A. Saunders, Div. 4
 T. E. Shanafelt, Div. 3
 E. A. Shane, Div. 4
 H. A. Sharp, Div. 3
 H. D. Shier, Div. 4
 K. S. Stephens, Div. 3
 E. M. Stewart, Div. 3
 E. Sullivan, Div. 5
 J. F. Tanner, Div. 4
 H. L. Vanatta, Div. 4
 L. Volner, Div. 3
 D. H. Walker, Div. 4

C. J. Wallen, Div. 1
 W. H. Welch, Div. 4
 J. B. Wilde, Div. 3
 *J. L. Williams, Div. 4
 D. M. Wiltse, Div. 1
 *L. F. Winchester, Div. 4
 M. L. White, Div. 3
 C. E. Zimmerman, Div. 3

OPERATORS

W. Blair, Florence-Soto
 *R. D. Blum, Wilshire
 M. L. Bradberry, Maywood-Bell
 E. P. Brule, Beverly
 R. W. Buchanan, Western
 *A. G. Collins, Florence-Soto
 R. B. Crownover, Wilshire
 David De Hoog, Wilshire
 E. S. Dent, Wilshire
 T. L. Dundas, Wilshire
 L. E. Frost, Wilshire
 J. E. Fuller, Western
 *D. L. Gladwell, Beverly
 F. G. Hedge, Normandie
 C. E. Holcomb, Highland Park
 J. M. Hunt, Florence-Soto
 D. C. Johnson, Vermont
 O. R. Jordan, Sunset
 J. A. Logan, Florence-Soto
 M. A. Martel, Sunset
 *E. F. Morgan, Wilshire
 C. R. Pierce, Wilshire
 T. F. Richter, Wilshire
 W. E. Rogers, Florence-Soto
 M. B. Smith, Figueroa
 F. L. Slack, Vermont
 R. C. Triplett, Florence-Soto
 H. A. Walters, Wilshire
 L. J. Werner, Beaudry-W. First
 R. V. West (commended off duty)
 W. R. White, Sunset
 I. N. Weide, Lincoln Park
 H. M. Young, Wilshire

Note: Each asterisk represents one additional commendation.

Note: In the December, 1939, issue of TWO BELLS, E. A. Moxley was commended as No. 308. This was an error as No. 308 is C. G. Monroe, Division 5.

EDITED BY
MRS. PAUL BROWN



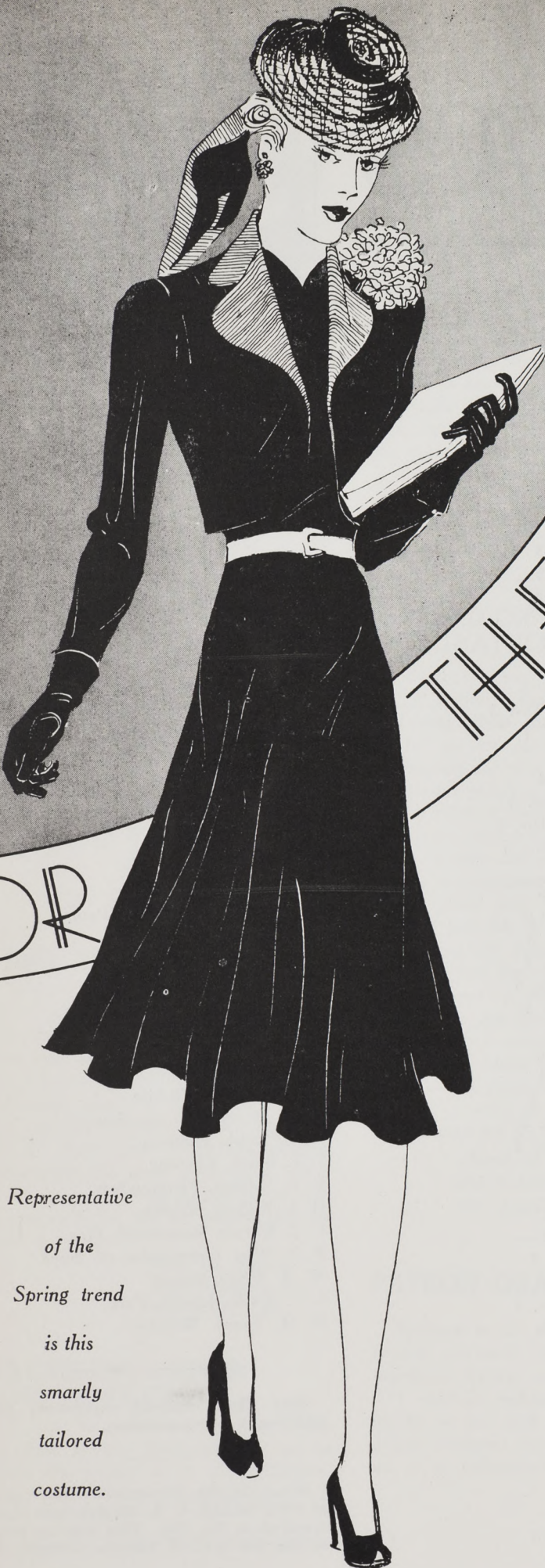
Our Thanks
to BULLOCK'S
for the following
Fashion Forecast

Fashion

GOOD NEWS! Spring fashions are definitely keyed to the California way of living. Refreshing in their simplicity, degadged, uncluttered. They have the casualness of California houses, the freshness of California gardens. A far cry from bustles and snoods . . . a welcome retreat from the Victorianism of the Fall and Winter season.

Many of the important fashions originated in California, have been made famous by Californians. There is a swing back to the Tailored Suit with its soft lingerie blouse and its feminized sailor . . . to the Simple Dress with its own little jacket . . . to the casual type of Coat. To all types of gay and colorful Play clothes . . . with Slacks, Shorts and Play Shoes destined to play a far more important role in our lives than ever before.

You'll like the fun of "versatiles" or "change-abouts." So many of the shops and stores show two-piece dresses, skirts, shirts, jackets and slacks . . . all



Representative
of the
Spring trend
is this
smartly
tailored
costume.

ODDS *and* ENDS

HOW TIMES DO CHANGE

"For girls, breakfast should be the heartiest meal of the day. Beefsteak, prunes, applesauce, potatoes, brown bread, milk and eggs, with less coffee and no hot cakes, will give us brighter minds in stronger bodies. Then they can go to school, prepared in body for the demands of the brain."

*Ladies Home Journal
Sept. 1889*

"For the Ladies" is indebted to Mrs. Allan P. Rucker for the recipes printed in our last issue.

CHERRY SHORTCAKE

February is the month for parties—The birthdays of Abraham Lincoln and George Washington; as

well as Valentines Day, being the incentive for many gay affairs.

Here is a delicious dessert, that is simple to make, and can be served on any of these days, however, it is especially appropriate for Washington's birthday parties.

Beat until thick, 2 eggs, add 1 cup sugar. Beat, add 1 tsp. vanilla, sift and add 1 cup flour, 1 tsp. baking powder, and $\frac{1}{4}$ tsp. salt. Heat to boiling point $\frac{1}{2}$ cup milk with 1 tablespoon butter, and add all at once to first mixture. Beat well, pour in 8 inch square pan. Bake 30 minutes in moderate oven, 350 degrees.

When cool, split, and spread cherry filling between the layers. Use 1 can sour red cherries, sweeten to taste, and thicken with cornstarch. Cool, and spread. Spread sweetened whipped cream all over the top of cake, just before serving.

TAMALE PIE SUPREME

MRS. W. G. CLARDY

Here is the recipe for the Tamale Pie which was served at the January bridge luncheon at the LARY Womens' Club. Everyone present voted it the best they had ever eaten, and all asked for the recipe, so here you are!

Brown 1 cup ground beef, $\frac{1}{4}$ lb. pork sausage and 2 chopped onions in $\frac{1}{4}$ lb. butter. Beat 2 eggs slightly, add to 2 cups milk, stir in $1\frac{3}{4}$ cups cornmeal, add 1 No. 2 $\frac{1}{2}$ can tomatoes, 1 can corn, 1 pint can small olives, salt, pepper, and chili powder to taste. Combine mixtures, pour in greased pan, bake one hour in moderate oven, 325 degrees.

Serve with the following sauce—Brown $\frac{1}{2}$ lb. ground beef, and 1 chopped onion in oil, add 1 can tomato sauce, 1 can mushroom sauce, 1 10c package parmesan cheese, salt, pepper and chili powder to taste. Simmer slowly for one hour. A small can of mushrooms may be added if desired.

Will serve 12.

Dictates for Spring

carefully co-ordinated. You'll find a number of them in a single smart print with other pieces in matching flannel or Dunbar. Its no accident that they harmonize. The fabrics are dyed to match so that you can have the fun of four or five or six outfits out of two, three or four garments. For instance the same print shirt can be worn with slacks or flannel skirt. And a little jacket can be added to serve the same dual purpose. Its a grand, practical idea. And you are given the credit of having an extensive wardrobe with scarcely a dent in your clothes budget.

With color coming into the picture again in accessories, this is another easy way of achieving the illusion of many costumes with one good basic dress or suit. The new sunny color called "Copperskin," the loveliest accessory color of Spring, can be worn successfully with any Spring color. And patent leather is back to brighten Spring outfits. Incidentally there are those who think that patent leather cannot be worn with navy . . . but it can.

All clothes have that soft look to them . . . even the tailored suit is softer in cut. Softer lines and soft dressmaker details . . . a more flattering Spring picture and a far simpler one. Instead of all the bracelets and necklaces and do-dads here and there . . . a costume will achieve great loveliness and distinction with a single beautiful piece of costume jewelry. It will be very important looking in itself and tremendously effective. And will probably cost as much as all the pieces that we wore with a simple costume last season.

No fashion news can be complete without something said about Turbans. You liked wrapping up your head in a fishnet last season. You'll wrap it again this Spring . . . probably with something richer and softer. You'll give it a more intricate manipulation too, or you'll buy your turbans already twisted or wrapped. So far the Turban leads by all odds. Glad news for us Californians who like its softness, casualness and colorfulness.

Newshawks' Notes



16th Street Coach

CHARLES H. HARDY

It is with pleasure that we find quite a number of men in this Division taking up Scout leadership. The latest ones reported in this commendable work are Bob Bostwick, as scoutmaster with Al Hughes and Elmo Welch as assistant scoutmasters of troop 125 of the University District.

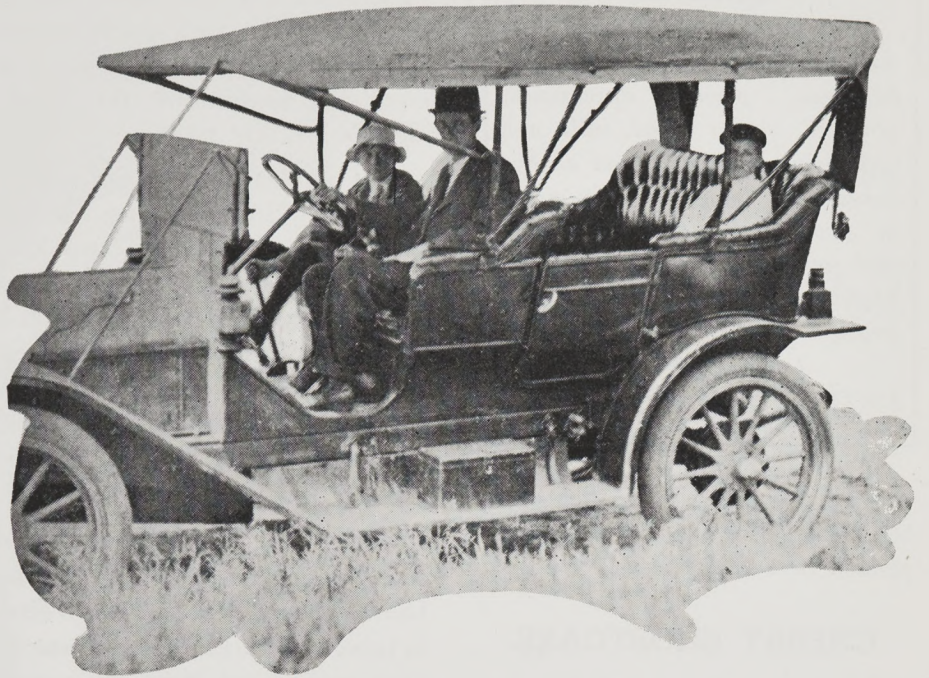
Leaving a late show L. E. Woodworth returned to his car parked in a downtown parking lot and discovered that his candid camera and two parcels were missing even though the car was still locked as he had left it.

The sign read "Take One," so the lady on West First took one—register card. Coach Operator L. J. Werner called her attention to the mistake as she was making a hurried exit with card in hand.

E. E. Phillips, our hard luck champion, was held up and robbed of his car and small change as he came out of a small grocery store. He was later forced out of the car after a hectic night ride. The suspect was taken in custody the following day in another town and the car later recovered in a beach town.

Bob Bostwick came down to the Division on his day off just to show his pretty Sunday clothes. A few minutes later he found himself piloting a coach out on the boulevard in the same garb. Those who saw him are still chuckling.

The Christmas party held at this Division on December 21st was a huge success. This success was



Walter Dewhirst of the 16th Street Garage Machine Shop out riding in his Fal car in Sauk Centre, Minnesota, some time in 1912. He obtained this commodious job for the bargain price of \$700.

made possible through the untiring efforts of the Committee, W. W. Webb, P. A. Rowley and B. J. Bostwick and the cooperation of Messrs. Patton and Ballenger. The party was attended by 249 men, everyone bringing a gift and receiving one. Messrs. P. B. Harris and C. E. Morgan were present and enjoyed the good fellowship that prevailed around the tall Christmas tree. We wish to thank the following for their generous donations: F. C. Patton, E. G. Ward, jeweler, C. T. Johnson, jeweler, Mr. McDonald of General Motors, Frank's Cafe, Kay and Burbanks, Desmonds, Klines, Harry the Barber, Hudson Diamond Co., Globe Outfitting, Franklin Outfitting, Kays Clothiers, Mike and Mary's Grocery and J. E. Kresge.

We offer our deepest sympathy to E. M. Welch whose father, Howard Welch, passed away recently. The deceased, well known, was a retired Pacific Electric Motorman.

"Let's Make 1940 a Safety Year!"

GARAGE

It was headline news when our Number 1 bachelor decided that two could live cheaper than one. The happy couple, Mr. and Mrs. Erland Hansen wish to thank the boys of the Garage for the set of silverware given them as a wedding gift. Ed Harrier, also of the machine shop and having moved up into Number 1 place among our bachelors, decided that there must be something to married life, and so thank you for those cigars, Ed. Who is next?

E. Deak is recovering from a recent operation.

When Clyde Nunn donned a clean pair of sox in the garage locker room recently he did not know that one of them was the family "sock." Nor did he know that \$25 tumbled out on the floor as he unrolled the hosiery. And when Doyle Rishel advertised that an honest finder had turned in a sum of money, Nunn did not know that it was his dough. However, he did know when he reached home that evening and found Mrs. Nunn waiting for him at the door. And how!

We recommend our Credit Union as a safe and thrifty place for your spare cash.

Irving Jones was host at a feast attended by several fellow workers and their wives. The main attraction was a barbecued pig weighing 30 pounds. Paul Wood had a wonderful time wrapping himself around tasty sandwiches 4 inches thick and plenty of gravy.

Santos Campbell of the Wash Rack is recovering from an appendicitis operation.

New men in the Garage are G. Langer and T. Hubbard from Division 3 with K. McDonald from Division 4 bringing the number of McDonalds in the Garage to 4.

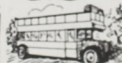
Since Harry Nordmark left for a position in Honolulu several of the office force have moved up and Virginia Blue from South Park is our new switchboard operator.

Life never becomes a monotony for V. McDonald. He tells us that his backyard is infested with barking gophers.

Having practiced for months with a bow and arrow, Bob Larsen decided to go hunting. Walt Williams went along with him to help carry home the game. After trudging about 14 miles over rough ground chasing an elusive rabbit, they decided to put their weapon away and do a little prospecting instead. While they were washing possible pay dirt a large hog loomed up and signified his displeasure

with strange noises. It is reported that our two hunters hastily climbed a tree and remained there until the pork chops bearing animal wandered off to other interests. Needless to say they did not bring home the bacon.

Virgil & Santa Monica



Coach

L. S. HENDRICKS

Again a new year starts its new life with many changes in view for the personnel of both the L. A. Railway and the Motor Coach. Each and everyone should be thankful that the Municipal Bus Question has again met defeat at the hands of the clear-thinking people of Los Angeles. It is our sincere wish that some way can be found to keep this stormy question off the ballots for some time to come. So with a belated "Merry Christmas" and a "Happy New Year" we are off to a prosperous New Year.

Operator Jack Rash is recovering from an appendectomy operation.

The men of the Virgil Division held their annual Christmas party on Friday, December 22. A large tree was gaily decorated. Candy and comical hats were given out to the men. The different lines of the division participated in singing carols. The office force claims that they gave the best portrayal of singers. Presents were exchanged with George Stanford acting as "Old Saint Nick."

George Holden, Mechanical Department, has returned to duty after a short tour as a State Policeman.

Jack Stewart, Operator, has been confined at his home this week with a badly wrenched back.

Virgil Division Basketball team has been making quite a good showing for themselves although they are not in first position. The team needs to have more interest shown

in this splendid game—there being only 3 backers at their last game.

Operator C. H. Martin is on sick leave with a recently broken ankle.

The many friends of F. C. Garlow are glad to hear that he is now at home convalescing and able to have visitors.

Mechanic Mudgett of the Second Avenue Garage is convalescing in the hospital after an appendectomy operation.



Cheryl Ann, 1 year, 5 months old daughter of Conductor H. C. Rahman of Division 1.



Division One

R. C. RUGGLES

Motorman J. F. McCormick was appointed regular Flagman on January 8.

Our sympathy is extended to Mrs. Tom Forrester on the death of her husband on January 8. Mr. Forrester was a former Motorman of this Division and has been in ill health for some time.

Our General Choice took place last month, effective January 28. No changes in schedules, so many men chose the same runs.

Courtesy and kindness pays dividends as Motorman I. Kudler, working on the "S" line, will verify. He

helped to retrieve a passenger's hat. On Christmas he received a package of smoking tobacco as a remembrance of his kindness.

Ye Scribe, also the other members of the office force, wish to thank you and express our appreciation for the lovely gifts received at Xmas from the men of the Division.

Our deepest sympathy is extended to Motorman R. D. Murphy on the death of his father, Conductor F. Jones, who lost his wife, and Motorman W. H. Bence on the death of his mother.

Our Basketball Team has been going ahead this past month, winning two games out of three.

At present we have on our sick list—A. L. Sherman and C. R. Rehm and the following men have returned from the sick list, T. R. Guidebeck, H. Van Unen, D. Smiley, F. T. Hollins and F. J. McCarty.



F. ARLEIGH FRAZIER

W. W. Huskey is now known as Gardenia Huskeyfer, he has that fragrance about him that is commanding in its power. Last month

we announced him as a rival to Bing Crosby but this month Adolph Menjou had better look to his laurels as Beau Brummel.

The Shop Men surely enjoyed the Christmas program put on for them.

Joe Matula, looking over sights out Beverly Hills way also overlooked lights and ran thru a signal whereby hangs a tale and a ticket. After several trips back out there he finally talked them out of fining him. Boy, you must have some technique.

Oh my, Bill Atkinson has his petition ready to reinstate Bradley as weather prophet, but confidentially if you want to know anything about the weather, see Smith.

Sorry to report that George MacMillan is on sick list due to an accident that almost severed his finger.

H. S. Nutter of the machine shop, who reported for work a week ago after an hour had to give up and was rushed to St. Vincent's Hospital soon after.

Little Miss Gold-Digger of nineteen-forty, is "Pat" Ballard, seventeen month old daughter of Robert Ballard of the Blacksmith Shop. Overheard at the gate the other day "Money, Daddy." Has Mother done any coaching?

So as not to let J. E. Spicer and

C. G. Lock get to liking the life of ease of the Christmas holidays too much, a strong hint to go back to a life of activity was found among their Christmas presents:—Sturdy, spick and span new overalls!

The Flu Bug sure has left his mark in the Carpenter Shop. From Foreman J. M. Spearing right down the line these men are out: R. Blaize, A. Prenger, M. Gurowitz, R. Wallace, J. Benke, N. Costa, Bob Hartman; M. Langlois is having dental work done and while on his soup diet is staying home.

L. A. R. Y. Soccer Team played San Pedro January 14th and ended in a 2 to 2 tie. Outside of a few collar bones and blood laying around they had a great game. The spectators called it a double feature. San Pedro promises a great reception when we meet them in San Pedro.

Ed. C. Bremm took his young grandchild to the Christmas Party and to his surprise and embarrassment it turned out to be a shower on him.

Mr. H. E. Jordan, Superintendent of Equipment, enjoyed a pleasant surprise luncheon given by employees in the offices at South Park in honor of his being at the Shops ten years, January 15. Appreciating the pleasant relationship with

Mr. Jordan, the employees presented him with a pair of binoculars. Any of you people who are planning on giving a party in the near future and have ordered a cake to cut, please seek Mr. Jordan's advice as he knows all the "ins" and "outs" of the intricate art of cake slicing. And that goes for you too, Mr. Brittain.



L. VOLNER

About the first of December Motorman C. T. Morgan was on a vacation, back in Missouri, down in the country made famous by Harold Bell Wright; a beautiful country, but it is reported that Mr. Morgan was not there as a sightseer but had gone back to claim his share in an estate. His many friends, and you might say the whole division, hopes he made good.

In a visit to our superintendent's office, I was told that our accident record was good, but there were still too many responsible ones. Mr. Bodley appreciates the efforts being put forth to eliminate this unnecessary expense, and hopes those who have had an accident of this nature will profit by same and not get

caught in the same trap again.

On January 11th the board of directors and the various committees of the LARCO No. 3, Federal Credit Union, with their wives, and Mr. J. A. Bodley, our Division Superintendent as special guest of honor, met in the dining room of Klops Smoky Tavern Steak House on West Seventh Street to receive the report of the treasurer and transact any business which needed attention at this time. After receiving the treasurer's report of the financial standing of the Union, the board of directors recommended a five percent dividend to paid-up shareholders of 1939. That a very harmonious meeting, a most pleasant evening, and a most sumptuous time was enjoyed by all was attested to by Mr. Harry W. Gilmore, President of the Credit Union because of the many complimentary remarks he received.

Everyone is glad to see Mr. Robt W. Reid, Foreman, back in the office after an absence of several days on account of sickness.

A new seniority list has been placed in the case and Mr. A. C. Stover is Number One conductor while Mr. M. L. Hersom still holds first position on the motorman's side.

A doctor, living in the neighbor-

hood of Motorman F. M. Newell, has a big baboon, which he uses for various experiments in his profession. One morning Mrs. Newell saw a strange object in their backyard and called to Mr. Newell to get his gun and come at once. Mr. Newell, with gun in hand, started out to capture the strange looking object, which was crouched under some trees in the rear of his yard. Upon hearing his footsteps, the ape turned around, and Mr. Newell says, upon seeing its face; a perfect map of Ireland, he didn't have the heart to shoot.

While upon a ladder, trimming some vines around his home, Motorman C. H. Blackburn lost his balance and started to fall. In trying to avoid a concrete wall, he got one leg crossed up under himself and fell on same, fracturing his leg, which will necessitate his absence from duty for some time.

For years it has been the habit of trainmen living in Highland Park, on the W line, to get in the closed section of the car when starting to work on a cold morning. Some would finish their nap, some spend the reading time, depending on hearing the car pass over the Union Pacific tracks on Cypress Street to know that they must alight at the next stop. Since these tracks have been removed, it is almost a daily custom for some trainmen to wake up after he has passed Avenue 28. Ask Conductor F. C. Smith how easily it is done!

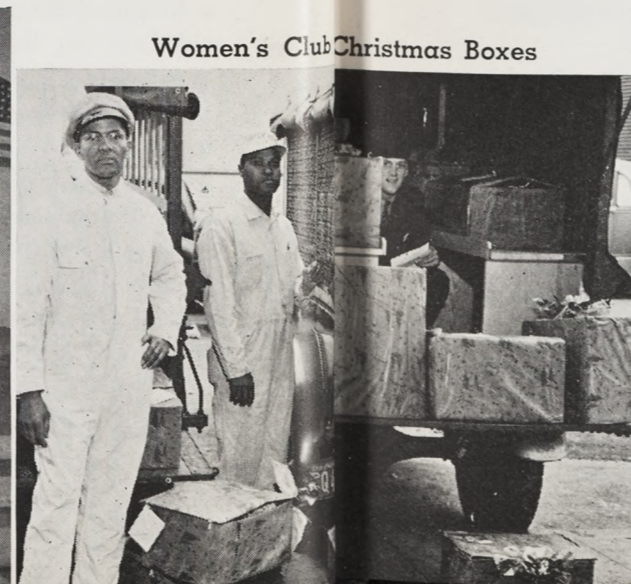
"Let's Make 1940 a Safety Year!"

LOOKING BACK ON LARY XMAS PARTIES

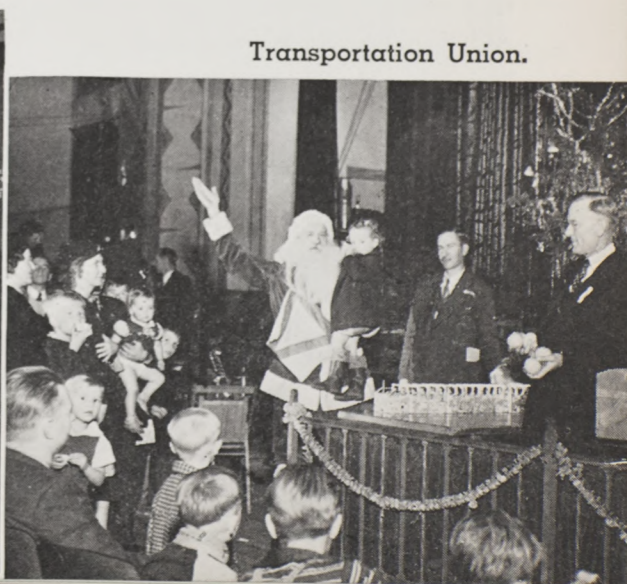
Below, left: 16th Street Coach.



T. U. C. Tycoons
George Abel,
D. D. McClurg
and
A. N. Anderson



Women's Club Christmas Boxes



Transportation Union.



Mechanical Divisions

F. F. ROBEY

Division One

New Committeemen from Division One are: G. A. Anders, J. J. Phillips and W. H. Moore. Mr. Moore was elected Chairman and promises to do his best.

E. L. Kunkle transferred to Division Five, as his home is near that Division.

Another good man, K. H. McDonald has left Division One. Mac is working at the Garage.

George Anders has turned out to be a great hunter. George got a nice big Buck the first day out. Lee Sherrill has been six years trying to get one. J. L. says some guys are just lucky; but he can get quail and rabbits.

Earl Skinner has been transferred from Division One to Division Four.

William Haviland was transferred to Division One from Division Three.

R. B. Sargent and R. O. Walpole are new men. Glad to have you with us, fellows.

Division Two

Division Two Watchmen believe in starting early. A. G. Richards and A. E. Temple are enjoying their 1940 vacations.

Watchman H. M. Guthrie says he is going to leave Division Two at the next shake-up, if he can pick a shift with Sundays off. After more than thirty years with Sundays off and then have to go back working, was hard for him to do.

From his many, many friends are sent the warmest and sincerest wishes to our scribe and genial colleague, "Doc" Robey, for an immediate recovery followed by a renewed vigor and that same happy countenance that he has always shown to everybody. We are all rooting

"We don't object to sidelines, Mr. Mugglewart—but after all—selling automobiles . . .!"



for you 100 percent Doc, and we're awaiting your return to us after a complete recovery.

Division Three

Pearl Graham saved her vacation week till Christmas. Says it sure was nice. M. Dotson had hers in December, too.

Funny scene. Tiny Hunter, of the Line Department, weighing 260 pounds and Tiny Wescombe, of Division Three Mechanical Department, weighing 245 pounds, trying to lift their dropped chests.

The Credit Union has loaned over \$24,000.00 since it started. Pretty good record. With less than 1/10 of 1% loss.

T. Crouch and W. Choate and J. Walton are new night men. Glad to have you, boys.

Division Three

A. Minikel left us to accept a position with the Government at Tacoma, Washington in the U. S. Department of Justice.

C. S. Binkiewicz has returned to work after being off for a couple of months.

The boys sure enjoyed the pic-

tures of Boulder Dam given at the Instruction Classes.

Division Four

Clyde Holland, Roy Scudder and Mrs. Tom Whitaker are back to work after several weeks on the injured list.

"Shorty" Johnson has traded his "Chevy" for a new 1940 V-8 Ford.

The new car cleaners at this Division are J. H. Shepherd, J. Timmons, H. Lair, R. Rains and J. W. Covington. Welcome to our gang.

In last issue we told about J. J. Inman buying a late model car. It will soon be for sale as Jim has had to buy three new batteries and a new generator.

Clarence Nokes is back on the job, after being off several months from a major operation.

J. J. Inman spent an enjoyable week-end in Nevada visiting in Las Vegas and seeing the sights at Boulder Dam.

Charles Furrer has traded his old "Chevy" in for a later 1934 model.

Cecil Gerrard has purchased a new home in Lennox.

R. L. Crowthers and C. C. Fur-

rer were elected for Committeemen at Division Four for 1940.

Division Five

Jim James is back on the job again, after being off a couple of months. He says he is feeling fine again.

The boys at this Division sure do appreciate the new coat of gloss white that has been applied to our locker room. (Thanks to the management).

Bob Mills, our night relief Assistant Foreman, was awakened out of a deep slumber the other day by a couple of cats fighting outside of his window. After discovering his wife was out, he ran outside to quiet them, without first dressing. Imagine his surprise when he tried to get back in, he found the dog had run against the door, locking it and he had to stay there till his wife came home.

Bill Elmblad has a new car, a 1936 Oldsmobile.

Jim Boen, Harry Hunt and T. Lambert report that they shot a four pound quail on their last hunting trip (some quail).

Henry Williams has that new car at last, a 1940 Chevrolet (some class).

Our new Committeemen are, Governor, T. W. Lambert; Assistant, J. Sottile.

Fred Shaw is in the market for a home of his own.

Andy Duncan bought the home he has lived in the last four years.



L. F. SPARKS

Bob Gain who has been on the night welding crew for the past six years has left the service to take a position as Fireman in Burbank. Bob was number two on the Civil Service list and was called to report for duty in December. He was well liked in this Department and remembered for his skill on the ball

team. Good luck, Bob, in your new venture and may you soon be Chief.

Mike Finn had an expensive trip to San Diego recently and not on account of the races. Mike was stopped by a State Highway Officer who said he had clocked him at 70. The officer made out the ticket for 62 miles, however, and it cost Mike \$12.00 bail.

Was Ed Fleming burned up when he returned to his car he left parked on Pico and found that some unknown had backed a flat body truck into the front end, mashing the grill and hood!

Jake Zuber who has been retired for the last several years followed his usual custom of bringing a box of good cigars to the Vernon boys for Christmas. Thanks for remembering us Jake.

The Track Department had a big job in removing the rails from West First Street, Hill to Bonnie Brae.

The Hawthorne line has been

shortened by making the terminal north of Broadway, moving the crossover and putting in suitable landings and walks.

1939 is gone. Let us bury and forget our past mistakes and forge ahead with the New Year, resolved to try for progress and a new grip on our every day affairs. The rainy season has come with its discomfort and disruptions of the work but more important than these is the increasing hazard of operating mobile equipment on slippery streets and rails. "Let's make 1940 a Safety Year."

Derrickman Jimmy Watkins who won fame a few years back by kicking a rat in the face is now sporting a mouse on his eye from using his face to kick a house. Jimmy forgot the years elapsed since he last rode a motorcycle and took off for a ride. Luckily there was a house in the way to stop him or he would be going yet.

An important day (Sept. 20, 1898) in the life of Assistant Supervisor Wm. A. (Bill) Swearingen. Bill is known for his long service record—and those swell barbeques he presides over.



C. K. Evans got married in January. Thanks for the cigars "Chick" and congratulations.

Tracks on Vermont from 21st to 24th, on Pico from Windsor to Lucerne, on Whittier Blvd. from Spence to Esperanza and on Hawthorne from 104th to 118th have been undergoing extensive repairs.

Deepest sympathies extended to the family of Frank Ruiz who was hit by an auto and killed at 12th & San Pedro on January 5th.

Deepest sympathies to Mr. and Mrs. Wm. O. Hicks who lost their son through sickness while on a return trip from Oklahoma.

"Let's Make 1940 a Safety Year!"

Fair Saleslady: "Could I interest you in one of our new cars?"

Prospect: "Madam, you could interest me even if you were in a second-hand flivver."

"What d'ya say, Jim, we get our wives together tonight and have a big time?"

"Okay by me, Joe; where'll we leave 'em?"



Division Four

C. J. KNITTLE

As a token of their appreciation for kindnesses rendered by Line P trainmen, Mr and Mrs. W. Y. McCandless, 1243 South Kenmore Street, sent six boxes of cigars (150 smokes) to Division Four on December 20th to be distributed to the crews on West Pico Street line.

In a letter to the grateful patrons, Superintendent B. B. Boyd expressed the thanks of the boys on Line P, wishing the couple a "Merry Christmas" and "Many Happy New Years," assured them that cigars in such abundance is rather unusual and again thanked them personally and in behalf of the Los Angeles Railway for the present.

A black cat scampered across the track as Motorman Tom Speed piloted his "A" car down the hill on West Adams between 10th Avenue and Montclair. But Tom was not concerned about such things. Like

many of us he figured that the superstition connected with black cats is as worn out as a shouting Methodist.

Thirty minutes later at Alsace terminal, as we watched Emergency Truckmen labor and sweat to put Tom's car back on the track, we became convinced that black cats, crossing one's path, may still be an omen of trouble. Tom's car had cleared the end of the rails by ten feet.

Conductor E. N. Bliss, Motorman H. E. McCollum and Conductor E. J. Acosta returned January 1st from the California National Guard's seven-day winter encampment at Pomona.

A painful accident occurred to Conductor D. W. Higgins while pulling out to the "J" Line before daylight on January 13. At 11th and Figueroa Streets, Higgins attempted to open the rear window to hang up the motorman's train run number but, swelled from the rains, it refused to budge. So he climbed out on the fender (it being an H-4 type car) and hung up the number but his foot slipped and he fell to the paving. At the Receiving Hospital it was found Higgins had suffered a sprained elbow.

Motorman M. B. Taylor, who maintains a good record and works as much overtime as the office lads will provide, was asked a few days ago how he avoided missing out when he worked till late at night and had to pull out early next day.

"I live in Glendale (South Hawthorne)," replied Taylor. "When I'm not going to get much sleep, I stop at my mother's on the way home and tell her if I do not pass her place at a certain time next morning, she should telephone my place and see if I'm up. Then I go home and tell my wife to be sure to get up at such-and-such time. I also tell my mother-in-law to see that my wife calls me at such-and-such time. Then I retire, setting two alarm clocks, one of which has a gong attachment."

"Lady,
if you
want to
drive,
why don't
you sit
up front?"





Motorman L. P. McAvoy (Division 5) and friend at Yosemite.



Division Five

FRED MASON

Through the medium of this column Mr. W. H. Snyder, our Division Superintendent, wishes to express his appreciation for the fine work done by the men of this Division during the past year, and he feels sure that during the coming year your fine spirit of cooperation will still prevail. He will be glad to go over any man's record with him with the view in mind of helping to improve such record. To all trainmen and their families, he wishes a Happy New Year.

We are very glad to see Conductor N. A. Matlock up and around after having undergone an operation and here's hoping that before long he will be able to get back on the job.

Conductor Ralph Burton and Supervisor "Red" Atchison got very well acquainted while in St. Vincent's Hospital recently, but Ralph says he's off that guy "Red" for life. "Red" had already undergone his operation, while Burton was nerv-

ously awaiting his, and "Red" told him that every fourth one comes through and that he had happened to be the fourth. However, Ralph survived and is back on the job, feeling fine, but he says "I'll never believe another word that guy "Red" Atchison says."

When it comes to putting in bids for runs that are open, Conductor R. O. Ackerson and Motorman E. T. Temple seldom make it. Ackerson put in a bid for the run he was already working and Temple bid in on run "E. T. Temple."

The boys of Division Five join in expressing their heartfelt sympathy to Conductor H. J. Klingsiek whose daughter passed away on December 18th.

Confucius say "Motorman who pound gong hard in blockade simply waste chime."

With the General Choice all over, which went into effect Sunday, January 28th, everybody can now settle down to normal. As is always the case we find several old timers staying with each other on runs to their liking and several of the boys way down on the list passing up to bid in with their old motorman or conductor as the case may be. Everything went off nice and smoothly and everybody is happy.

Conductor J. H. Rose has resigned having obtained other employment with a local Aircraft Company, and we wish him the best of luck in his new venture.

Don't forget "LET'S MAKE 1940 a SAFETY YEAR."

The Division Five Credit Union has just finished a very successful year. At a meeting held on January 15th it's members decided to pay its stockholders a five per cent dividend, and an even more successful year is looked for this year.

Headman "Casey" Jones and his basketballers did not fare at all well in the first half of the basketball series. Seven games were played with our team failing to register even one in the win column. However, "Casey" says that the second

half will be different as we only have to win one game to make it different. The boys are beginning to click now and they will be in there fighting. The games are played every Wednesday night at Manual Arts High School, and despite reverses, our supporters are turning out in good numbers.

The general choice we had could not come too soon for Motorman H. C. Harding. He had a nice daylight run but saw one up for bid which was much better. In fact it pulled in at 4:30 p. m. He bid on it, and much to his surprise, got it, but much more to his surprise was the fact that when he went to work it he discovered it pulled in at 4:30 a. m. and he had bid in a nice healthy owl.

"Let's Make 1940 a Safety Year!"



ELECTRICAL



WALTER WHITESIDE

Happy New Year! and may each and everyone's desires be fulfilled during 1940.

The annual Christmas party was held at the Line Department office on Friday the 21st and everyone was well supplied with gifts appropos to the occasion.

On the nights of January 12th and 14th Mr. Turley entertained the employes of the Department, together with their families by showing his motion pictures and stills. Through the pictures, the crowd enjoyed a visit to the San Francisco Fair, into the heart of Mexico and the 1940 Rose Parade, together with the parades of past years. Judging by comments, there should be more Department get-togethers.

The families of S. Van Den Burg and R. J. MacMillan wish to thank the members of the Power Department for remembrances during their hour of sorrow on the passing away of Mrs. Van Den Burg and Mr. MacMillan's father.



Mary L. Fuller, daughter of Conductor (Division 4) and Mrs. G. F. Fuller. Baby Mary is 18 months old.



Above: Gene, age 22 months, and Garry, age 32 months, sons of Conductor (Division 5) and Mrs. G. R. Vanhorne.



Right: Virginia Irene Morrish, 3 years old, granddaughter of O. T. Elrod, Chief Instructor, Division 4.

Below: Helene, 5½ years, and Raymond, 6 weeks, daughter and son of James Hopp (Carpenter Shop), South Park Shops.



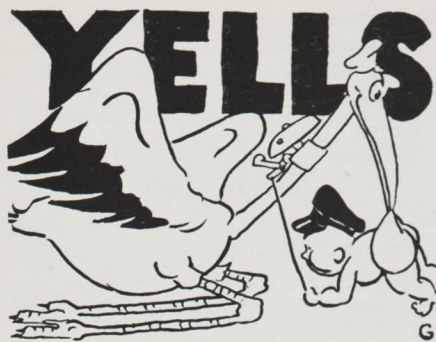
Snapping the Younger Set...



A real show was put on by Division Three's Christmas Entertainers.

Claude Leon Worthy 2½ years of age, and son of Motorman (Division 4) and Mrs. Fred L. Worthy.





CONGRATULATIONS TO:

Joan Annette, born to Motorman (Division 3) and Mrs. E. M. Stewart on October 30.

Rita Jean, born to Conductor (Division 3) and Mrs. T. R. Moran on November 1.

Allen Edward, born to Conductor (Division 3) and Mrs. C. E. Dickinson on November 15.

Sidney Allen, born to Conductor (Division 5) and Mrs. C. D. Cattell on November 17.

James Weller, born to Conductor (Division 5) and Mrs. G. W. Sterrett on November 17.

Linda Marilyn, born to Motorman (Division 5) and Mrs. H. M. Ruiz on November 18.

Jane Ann, born to Coach Operator (16th Street) and Mrs. Percy E. Snider on November 18.

Mary Ellen, born to Motorman (Division 1) and Mrs. W. H. Bence on November 19.

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

Skarda Elissa, born to Motorman (Division 5) and Mrs. L. A. Phelps on November 21.

Frank Miles, born to Painter (South Park Shops) and Mrs. F. Buhrman on November 28.

Julieann Donna, born to Conductor (Division 1) and Mrs. L. C. Alison on December 2.

Judith Irene, born to Coach Operator (16th Street) and Mrs. D. D. Gehersky on December 10.

Leonard Roy, born to Coach Operator (16th Street) and Mrs. A. L. King on December 16.

Patricia Kay, born to Conductor (Division 1) and Mrs. F. C. Riley

on December 17.

Charles Edward, born to Flagman (Transportation Department) and Mrs. C. E. Freeman on December 19.

Sandra Jean, born to Motorman (Division 5) and Mrs. L. J. Burcham on December 25.

Clifford Roy Jr., born to Coach Operator (16th Street) and Mrs. Clifford Roy Pierce on December 29.

Larry Dennis, born to Car Repairer (South Park Shops) and Mrs. O. F. Sconce on January 1.

Carol Ann, born to Motorman (Division 4) and Mrs. J. J. O'Donnell on January 2.

James Wayne, born to Motorman (Division 5) and Mrs. A. E. Downing on January 3.

Warren Donald, born to Coach Operator (16th Street) and Mrs. Edwin N. Jackson on January 3.

Madalyn Jean, born to Motorman (Division 4) and Mrs. M. B. Taylor on January 11.

Donna May, born to Carburetor Man (16th Street Garage) and Mrs. Robert Crawford on January 12.

"Let's Make 1940 a Safety Year!"



BEST WISHES TO:

Conductor E. D. Blakeley (Division 5) married to Mrs. Viola L. Perry on January 3.

Conductor William E. Morgan (Division 5) married to Miss Winifred P. Phelps on January 4.

Machinist Edwin W. Harrier (16th Street Garage) married to Miss Mamie Lota Pittman on January 6.

Carpenter Chester K. Evans (Vernon Yard) married to Miss Phyllis Winters on January 14.

Motorman T. T. Grady (Division 4) married to Miss Jane Mathews

on January 15.

Conductor J. S. Smith (Division 4) married to Miss Maxine Coe on January 17.

Motorman A. E. Holmberg (Division 1) married to Miss Margaret Koerner on October 28.

Motorman H. W. Ainsley (Division 3) married to Jessie Driskell on November 18.

Conductor E. J. Brahan (Division 1) married to Miss June Jeanette Mehlberg on November 23.

Coach Operator C. F. Stansbury (16th Street) married to Miss Elizabeth Hickey on November 23.

Conductor J. T. Horner (Division 1) married to Miss Lois May Gallagher on November 24.

Conductor L. F. Bonnett (Division 4) married to Miss Dorothy A. Garrett on December 11.

Motorman and Extra Clerk M. J. Lemley (Division 4) married to Miss Agnes Wiggins on December 17.

Conductor T. S. Pierce (Division 5) married to Miss Clare May Hegg on December 31.

LARY SICK FOLKS

During the months of November and December there were 58 employes confined to the hospital, which represents 415 hospital days. The cost of the hospital service was \$2,985.21.

Regret to report the deaths of seven employes and the deaths of the wives of five employes during the months of November and December. Six of the employes who died were covered under our Group Life Insurance Policy and four of the employes whose wives died were members of the Wives' Death Benefit Fund. One of the employes was not covered under our Group Policy and one of the employes whose wife died was not a member of the Wives' Death Benefit Fund.

During the months of November and December there were 335 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

SPORTS

DIVISION 3, VERNON YARD HOOP LEADERS

By C. J. KNITTLE

IF you like team sports with lots of action, the kind that brings spectators screaming to their feet, battles of speed, skill, courage and endurance, you will enjoy the Lary League Basketball games, now in the second half of a nineteen weeks' tourney at Manual Arts High School. With such fine competitive ability it is needless to say that many games are won in the last minute of play.

Division Three and Vernon Yard teams appear to be the top-notchers this season, neither team having lost a game to date. On February 7th these lads will provide the main event, playing the 9:00 p. m. game, the result of which will give us a fair idea of who will win the championship.

Sixteenth Street and Los Angeles Motor Coach teams are practically tied for third place, the 16th Street lads holding a technical half-game lead over their Motor Coach cousins.

The remaining four teams, unfortunately, seem to be out of the running although Division Four team gave the Division Three lads a real tussle on December 20th, taking the first half 20 to 19 but losing the game in the second stanza with a final score of 36 to 35 in favor of Division Three.

All games are played on Wednesday evenings, the first starting at 7:00 o'clock, the others at 8:00 and 9:00. Manual Arts High School is located at 42nd and Vermont. You are cordially invited to come down and enjoy these games.

Recent scores and standings follow.

LEAGUE STANDINGS

	W	L	Pct.
Division Three	7	0	1.000
Vernon Yard	7	0	1.000
16th Street	6	2	.750
L. A. M. C.	6	3	.666
Division Four	2	5	.286
Division One	2	6	.250
South Park Shops	2	7	.222
Division Five	0	7	.000

"Let's Make 1940 a Safety Year!"

November 29th

1st Game—	Half	Final
Division 3	18	27
L. A. M. C.	10	25
2nd Game—	Half	Final
Division 1	12	23
Shops	13	21
3rd Game—	Half	Final
16th Street	22	30
Division 4	8	26

December 6th

1st Game—	Half	Final
L. A. M. C.	22	56
Division 5	12	36
2nd Game—	Half	Final
Division 1	9	14
Vernon Yard	10	25
3rd Game—	Half	Final
Shops	9	20
16th Street	22	34

December 13th

1st Game—	Half	Final
Division 3	14	25
16th Street	7	20
2nd Game—	Half	Final
Division 5	10	19
Shops	11	21
3rd Game—	Half	Final
Vernon Yard	25	46
Division 4	12	25

December 20th

1st Game—	Half	Final
Division 1	7	15
16th Street	20	39
2nd Game—	Half	Final
Division 3	19	35
Division 4	20	36
3rd Game—	Half	Final
Vernon Yard	11	31
L. A. M. C.	15	25

JANUARY 3rd

1st Game—Division 5 vs. Division 4 postponed on account of shortage of players on Division 5 team due to sickness.

2nd Game—	Half	Final
Division 1	7	22
L. A. M. C.	19	43
3rd Game—	Half	Final
Shops	12	23
Division 3	17	37

January 10th

1st Game—	Half	Final
Vernon Yard	25	35
Division 5	9	15
2nd Game—	Half	Final
L. A. M. C.	12	26
Division 3	21	49
3rd Game—	Half	Final
Shops	13	34
Division 1	10	14

January 17th

1st Game—	Half	Final
Vernon Yard	17	37
Shops	12	28
2nd Game—	Half	Final
16th Street	22	51
Division 5	12	24
3rd Game—	Half	Final
L. A. M. C.	25	38
Division 4	6	30

HOLE - HI

By JOHNNIE DUNSON

Division 5

Beale of Division 5 proceeded to walk off with the sweepstakes trophy. Cole of Division 5 had to be satisfied with runner-up honors for the 72-hole low gross.

Lockridge grabbed off first low net for 36 holes while Glad McDonald sneaked in to take home the second low net hardware. Case of Division 5 copped the first prize trophy in the consolation flight. Lockridge also bagged the turkey in the Blind Bogey affair which made him high man for prizes won—(Not a bad day's work, Gene!)

A newcomer in our ranks, namely, "Big Boy" Pendergrass of Division 5 breezed in with an 83 to grab an 18-hole golf ball prize.

The rest of we duffers also ran but had a grand time doing it.

Our next event will be a one-day, 18-hole tourney for low net and low gross with a trophy for both February 3 at Potrero. Let's all join in the fun and perhaps win a prize.

P.S.—Oh! We almost forgot to mention the golf balls so graciously donated by Supt. Bill Snyder. Thanks a lot, Bill, (even if we did pay the tax). See you at Potrero!!

PIN DOPE

With such interest now being shown in the "auld", but newly recognized sport of Bowling, a concerted effort is now being made to organize an inter-Divisional Los Angeles Railway and Los Angeles Motor Coach Bowling

League. It is the common concept that we should be able at this writing to recruit at least 100 players.

At posting of its first bulletin, Twenty-four fellows signed up at Division 5. Eighteen actually showed up at Twentieth Century alleys, a commendable turnout to say the least. With equal numbers at other divisions expressing their desire to play, it is a foregone conclusion that steps should be taken immediately to form this league.

The first practice match was recently held with such pin-busters as Lockridge (of golfing fame), Parker, Misko and Brown of 16th St. Garage, playing against Casey, Harmon, Parker and Dunson of Division 5. With Parker maintaining a 211 average and the rest of the group staying up above the 160's a hot match ensued, with the Garage boys topping Division 5 by 180 pins total.

It is our desire to have a representative group from each Department so anyone interested please contact this writer at the earliest date.

See you on the alley.

LOS ANGELES RAILWAY ALL-STARS

1939-40 Southside Winter League
Major Municipal Baseball
SCHEDULE

Feb. 4, LARy. vs. H. C. Hand Garage LARy. Diamond.

Feb. 11, LARy. vs. Cathedral Chapel, Rancho No. 1.

Feb. 18, Vermont Plumbers vs. LARy.—LARy.

Feb. 25, LARy vs. Western Tool and Die—Rancho No. 1.

Come out and watch these boys perform.

Name	At Bat	Hits	Av.
G. E. Broman	32	16	.500
C. Cranston	2	1	.500
L. W. Lusk	25	12	.480
R. W. Barnett	24	11	.454
W. B. Smith	7	3	.429
H. Andrews	33	13	.394
W. C. Stoletmyre	32	12	.375
C. C. Templin	17	6	.353
J. T. Marsden	32	11	.344
W. R. Landreth	28	7	.250
E. A. Sears	26	6	.231
G. M. Woodward	26	6	.231
R. B. Means	14	3	.214
R. Stevers	5	1	.200
M. A. Triboulet	6	1	.167
J. Lipscomb	1	0	.000

TEAM AVERAGE310 109 .352

LEAGUE STANDING AS OF JANUARY 14, 1940

Los Angeles Railway	7	0	1.000
Cathedral Chapel	6	1	.857
Vermont Plumbers	4	2	.667
Western Tool and Die	4	3	.571
H. C. Hand	3	4	.429
Olympic Nine	2	5	.286
Onized Club	1	6	.143
Broadway Merchants	0	6	.000



"Didn't forget anything today, did we?"

SOCCER CLUB

Ending the first half of the schedule with victories over the Italian and Russian clubs, the Railway team earned a tie for second place in the league standings. San Pedro City won top honors in the first half, with the Railway Rangers and Rovers, tied up in second place. On December 17th, the club met and defeated the L. A. Welders in an Association Cup game. This game was a real thriller, and when Jack Ogden put the Railway ahead in the first half, the Railway rooters really made themselves heard. The victory over the Welders put the Railway team in the semi final, and by the excellent showing they are putting up, have a wonderful chance to win the cup. The latest player to join the team is John Timmons, Div. 4 Mechanical, and his steady defensive play has greatly done a lot to keep the club among the leaders.

"Let's Make 1940 a Safety Year!"

A PROTECTIVE MEASURE

Members of LARY M. & E. Credit Union No. 2770 have formed a Co-signers Protective Association. While this organization is no part of the Credit Union its purpose nevertheless is to offer protection to the co-signers in the event of default to the extent of the funds therein available. Its present officers are F. O. Rowbottom, President, B. E. Timbs Vice President, R. Haslam, Secretary, and J. E. Steenrod, Treasurer.

The board of five trustees is automatically composed of the following: the President of the Board of Directors, Chairman of the Credit Committee, Chairman of the Supervisory Committee, and the Clerk and Treasurer.

A meeting of this Association is to be held early in February.

L A U G H S

Not Very Orthodox

Teacher: "Does your father pray, Susie?"

Susie: "Yes, teacher. When we sat down to supper last night the first thing he said was, 'Good Lord! We've got beans again!'"

Best

Stout lady: "Doctor, what will I do to reduce?"

Doctor: "Take a proper kind of exercise."

Stout lady: "What kind of exercise would you recommend?"

Doctor: "Push yourself away from the table three times a day."

"Capitalist"

He was applying for County Relief and the young lady official was filling out the customary form.

"Do you owe any back house rent?" she asked.

"We ain't had no back house for years," he replied with great dignity. "We've got modern plumbing."

Mrs. Newly-Rich: "I clean my diamonds with Champagne, my rubies with Napoleon Brandy, my emeralds with 60-year-old Sherry and my sapphires with very old Vodka."

"How marvelous," said her companion. "When mine get dirty, I just throw thme away."

Woman Driver: "Can you fix this fender so my husband will never know I bent it?"

Garage Mechanic: "No, but I can fix it so that you can ask him in a few days how he bent it?"

Old Colored Mammy: "I wants a ticket for Magnolia."

Ticket Agent: (after ten minutes of weary thumbing over railroad guides: "Where is Magnolia?"

Old Colored Mammy: "She's setten over dar on de bench."

"I've been trying to think of a word for two weeks."

"How about fortnight?"

Wise Guy (boarding street car): "Noah, is the Ark full?"

Conductor: "Step right in we need one more Jackass."

The list of prize winners at a recent picnic read: "Mrs. Smith won the ladies' rolling pin throwing contest by hurling a pin seventy-five feet."

"Mr. Smith won the hundred-yard dash."

He: "Darling, I love you as no one ever loved before."

She: "Humph. I can't tell any difference."

The teacher was having her trials, and finally wrote the mother: "Your son is the brightest boy in my class, but he is also the most mischievous. What shall I do?"

The reply came duly: "Do as you please, I am having my own troubles with his father."

Old Lady (meeting a one-legged tramp on the street): "Poor man, you have lost a leg, haven't you?"

Tramp (looking down at his foot): "Well, I'll be darned if I haven't."

All work and no play makes jack the dull way.

"Guilty or not guilty?" asked the Judge sternly of Rastus, charged with chicken stealing.

"Not guilty, Jedge."

"What is your alibi?"

"Alley by which?"

"You heard me. Have you an alibi?"

"You mean ed alley by which Ah got away, Jedge?"

Mr. Rogers: "Well, well, how do you find yourself these cold mornings?"

Donald D: "Oh, I just throw back the covers and there I am."

Mind Your Own Business

A milk wagon met with a slight mishap, and several cans of milk were upset. Among the bystanders was a young man who, after surveying the spilled milk, remarked, "My, what a waste!"

Just then a woman of more than average proportions happened along, and remarked, "Young man, your candor exceeds your gallantry."



"Won't he be mad if that's a continued story!"



SOUTH PARK SHOPS

*Front row (left to right):
Ogden, Franklin, Small,
Farmer.*

*Back row (left to right):
Lutz, Ahlin, Stanley, Mill-
er, Carmichael (Mgr.)*



VERNON YARDS

*Front row (left to right): Ara-
ballo, Padilla, Rocha (Mgr.),
Miranda, Gonzales.*

*Back row (left to right): Carp,
Mendez, Salcido, Villalobos,
Torres.*

*Center (left to right): Charles W.
Brown, W. W. Caldwell,
Ken E. Sloan.*



16th STREET COACH

*Below:
Front row (left to right): Turner, Jeffries, Lusk, Pike,
Stuckey, Cook.*

*Back row (left to right): Riggs (Mgr.), Kissick, Pitts,
Lockridge, Lehman, Murray.*

DIVISION 1

*Below:
Front row (left to right): Johnson, Roberts, Craft
(Mgr.), Laycock.*

*Back row (left to right): Bolton, Mullenax, Cox,
Snoddy.*



