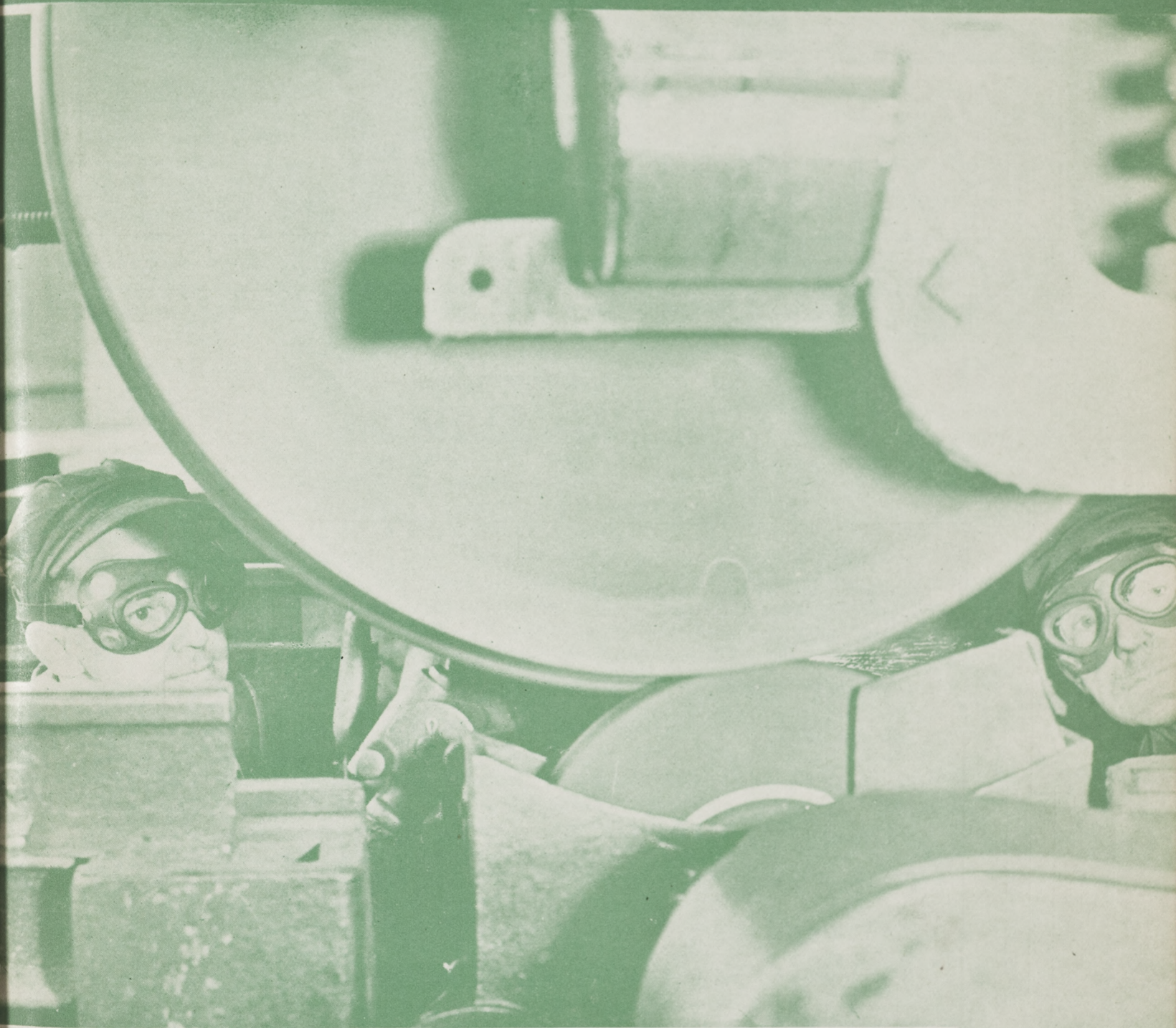


# TWO BELLS



## **MODERN WHEEL GRINDERS ELIMINATE "SKID FLATS"** *(See page 7)*

**Division 3 Mechanics, (Left) George Bosler and  
A. L. Wolpers on Duty**



# 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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# EDUCATION AND TRANSPORTATION

A FEW years ago society regarded business and industry as a sort of necessary evil from which a few gained much and the masses little or nothing. The attitude of today is vastly different. Business and industry themselves now view their function as one of community service. For example, the Los Angeles Railway is not merely a transportation system, it is a large family which plays a significant part in our economy; it is also the employer of hundreds of heads of homes.

## Needs Formerly Simple

With this different approach, the teacher finds herself face to face with the need of many aids to help her explain the problems which must be considered in fairness to all concerned. The day of the little red schoolhouse (worshipped usually by those who never went to one) disappeared about the same time that the cable car was taken off Temple Street. In those days the demands that were made upon the classroom were quite comparable to those that were made upon transportation. The community's needs were relatively simple and predictable and were met with a directness that is impossible today. As children most of us walked to school while the modern youngster nearly always finds it necessary to make use of transportation.

## Changing Problem

From this illustration alone it is possible to go on indefinitely citing examples that would prove the difference between the problems that face the modern teacher and those of her predecessor of thirty years ago. Today the "cable car" teacher is unable to keep up with the parade. As the streetcar companies have modernized their equipment with new

## Practical Knowledge of Modern Methods Seen as Aid to Learning

By BRUCE A. FINDLAY  
*Supervisor Visual Education Section  
Los Angeles City Schools*

fast-starting, quick-stopping cars and the comfortable, adequate facilities which the differences in the times have made necessary, so have school teachers found it essential to add equipment and tools that will help them speed up the learning process. Among those tools that are most helpful in making learning more vivid and thereby giving the taxpayer more for his investment are the audio-visual aids. To the modern classroom may be brought the finest of music, addresses by national and international statesmen, and dramatization of significant events as they are happening! The radio and the transcription player are tools of learning that are readily available and of inestimable value. In the motion picture we find a tool of learning that helps us bring pictures to the classroom, graphically and dramatically. These films are remembered by the students long after they have forgotten something merely read from a textbook. Scientific experiments performed by experts are brought to the classroom that would otherwise be impossible to present. National and international tendencies and social problems are treated by use of the screen in a way that is not to be compared to any other medium.

## Modern Aids Vital

There are many other visual tools of learning which assist the teacher. No experience, of course, can be

compared to that of a visit to a factory, a railroad depot, the beach, or to a transportation center. A visit to the car barns, for instance, will show schedules, repairs, and other activities that are necessary to a community service organization. Working or other models are useful in helping young people to form a different concept of certain abstract objects and subjects. The stereograph with its third dimension is a never ending source of wonder to young people and is a medium which is invaluable; the lantern and film slide, charts, maps, graphs, and use of photographs in color—all are tools that the modern teacher uses to help students understand better the world in which they live.

## Visual Tools Valuable

The question is not "can schools afford such audio-visual aids?" The real question is "dare we *not* afford them?" Modern education could as easily do without the use of audio-visual aids as transportation could revert to the use of the old horse-car!

## MY CODE

By W. W. WEBB  
16th Street Coach Division

I don't know much  
'Bout church an' creeds;  
But I do know a lot  
'Bout human needs.  
That I ain't read the scripture,  
Much is true;  
Yet, I know right well  
What a man oughta do.  
I fin' most folks willin'  
To be honest an' fair,  
So I won't lose nothin'  
By shootin' square.



# MEN OF THE MONTH — DIVISION 3



*Conductor N. E. Mackay*



*Conductor J. J. Buckley*



*Motorman H. D. Evans*



*Motorman F. O. Hebert*



*Conductor S. J. Riggs*



*Conductor W. T. (Bill) Russell*



*Conductor G. F. McMillan*



*Transfer Clerk H. A. Russell says it's payday to  
Conductor W. D. Potts*





Former  
Motorman  
G. A. Hart  
(at left) ready  
to pull out  
a while back.  
Motorman  
Hart is the  
father of  
Conductor  
T. J. Hart.



Switchman E. G. Swanson

## TIMES PAST AT DIVISION 3

While looking through his collection of photographs, Conductor T. J. Hart uncovered this old picture of his father, Motorman G. A. Hart, who was an employe from 1909 to 1913. Mr. G. A. Hart was a motorman on the "B" line, and is the gentleman with the double-breasted coat standing beside the car, which, in those days, was considered the best ever. It will be noticed that there is no dash sign or letter as we now use, but a stationary sign across the top giving the destination. The cars at that time were also equipped with a "carry around" headlight which was hung on the front of the car and plugged in just under the front sill. The sides of the open sections were not enclosed as at present but made of a heavy netting,

and the curtains were made to be pulled down to the floor in cold or rainy weather, but many times during a hard rain the curtains were not enough to keep out the water, and when the cars and motors became flooded, a car change was in order.

The front exit door was operated by a big lever, upon which the motorman had to heave when same was to be opened.

This picture was taken at the Fifty-first and Ascot end of the line, and it can be seen that the street was not paved, and when the car would make a stop to pick up passengers the conductor would have to wait several seconds for the dust to settle so as to be sure that all were safely on and off before giving the bells.



Motorman C. W. Behymer



Motorman C. T. Vaughn



Conductor R. E. Malcolm



Motorman H. R. Miller



Motorman Y. H. Shirk

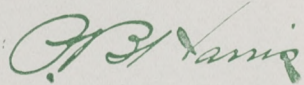


# Credit Unions Progress

## COMPANY GROUPS LAUDED

In view of the remarkable progress made in the past year by all of our company Credit Unions, I feel that congratulations are surely due to their officers for the manner in which they have guided the different groups and to their members for the spirit of thrift and cooperation shown.

I am happy to know that we have so many "Scotchmen" in our company.



## COACH DIVISIONS

The Artho Federal Credit Union of the 16th Street and Virgil Coach Divisions held its annual meeting on January 26.

Reports of committees were read and a 6% interest dividend was declared.

Those elected to the Board of Directors for two years were: H. W. Feller, W. L. Blaylock, and R. T. Selbo from Virgil and U. T. Strong from Wilshire. Those having one year yet to serve are: R. A. Buffington, and C. G. Austin of the LARY Coach Division and F. E. Caldwell of the Wilshire line. The Credit Committee elected includes W. M. Lewis from Wilshire, and W. E. Cramer from Virgil and W. P. Farrell from 16th Street. E. P. Brule, J. T. Hope, and P. E. Snider are to serve on the Supervisory Committee. Officers of the Board of Directors are: R. A. Buffington, president, H. W. Feller, vice president, and F. E. Caldwell, treasurer.

## DIVISION 3

Messrs. H. W. Gilmore and J. W. Kasbeer, President and Clerk of

LARCO No. 3 Federal Credit Union are very proud to present the following statement.

The annual meeting of the members and the election of officers of our Credit Union, LARCO No. 3, was held Friday evening, January 26, 1940 at Division Three hall. The Supervisory Committee and H. Westcombe of the Credit Committee gave some very interesting facts as to the growth of our Credit Union. Our Credit Union now has 350 members with a total share deposit of \$9,050.38 with 458 loans made since the organization started, with a total amount loaned of \$23,792.75. After deducting expenses and twenty percent of the net profit, we earned 6.76%. The members then voted to pay a 5% dividend to shareholders.

The following directors were elected for the coming year: H. W. Gilmore, John San Marco, J. W. Kasbeer, Z. T. Monroe and M. O. Brown. Messrs. W. H. Hoag and C. R. Cooper were elected last year for a two-year term. The board of directors elected H. W. Gilmore, President; John San Marco, Vice President; J. W. Kasbeer, Clerk. The following men were appointed by the board of directors to the Delinquent Payment Committee: Messrs. M. O. Brown, Z. T. Monroe and C. R. Cooper. The following men were elected to the Credit Committee: D. D. Smith, H. Westcombe and H. W. Gilmore. Elected to the Supervisory Committee were: Messrs. C. Voss, L. H. Walton and A. W. Saupe; to the Educational Committee: J. W. Prutsman, J. M. Hawley, L. E. Thompson, J. B. Seibel, G. A. Hunt, J. L. Hall, C. A. Woods, R. P. Robertson and B. W. Terry.

## DIVISION 4

The annual meeting of LARY Division 4 Credit Union on January 24 was perhaps the most important news event of recent weeks in this department. This organization now has 333 members.

At the suggestion of the Nominating Committee, the following officers for the current year were unanimously voted in: Directors: W. Z. Cleveland, J. J. Inman, Frank Preston, J. P. Lipscomb, S. L. Lake and H. D. Shier. Supervisory Committee: Frank Forum, R. G. Stevers and W. W. Vance. Credit Committee: Frank Preston, T. O. Latham and S. T. Cooper. Upon the recommendation of Treasurer J. P. Lipscomb, the members voted in favor of a 5% dividend on 1939 deposits.

## M AND E

The LARY M. & E. Federal Credit Union No. 2770 held its annual meeting on the evening of January 19. A large audience was present from the following departments, South Park Shops, 16th Street Garage, the Line and Power Departments, Vernon Yards and the Electrical Construction (16th Street). A 6% dividend was declared and ordered distributed to the members.

The following are the officers for the year 1940:

Directors: J. E. Steenrod, president; Shelby Brown, vice president; D. J. Sullivan, treasurer; Jerry Coxe, clerk; F. O. Rowbottom, Austin Kilgore, and Frank A. Maloney.

Credit Committee: R. C. Haslam, chairman; H. R. Pauschert, secretary; F. Arleigh Frazier, H. D. Beebe, and R. S. Wallace.

Supervisory Committee: B. E. Timbs, chairman; J. Bakesef, secretary; and D. Rishel.

Educational Committee: L. F.



Sparks, J. Matula, R. C. Haslam, B. E. Timbs, C. H. Hardy, C. S. DeBaun, and S. T. Brown.

There are at present 615 members in the Credit Union including 34 new members elected to membership at the February meeting of the Board of Directors. The members may well be proud of the phenomenal growth and success of this credit union.

### 48 MILLION HORSES

Humphrey B. Neill, an observing business journalist and writer of numerous publications on industry, traveled over 5,000 miles to collect the human interest data for 48 MILLION HORSES, the story of modern power. This book is a story of what electricity is doing today and what it means to our everyday lives. It is written in terms of human beings and not in technical terms of kilowatts and ohms. It describes the sources and uses of electrical energy such as power houses, farms, electrified homes, how electricity is used in making things, carrying on the management of a city, transporting people, etc.

Of special interest to those engaged in the transit industry is Chapter XXI, which briefly describes the evolution of street car and motor coach transportation in the United States.

## Cover Photo

Division pit wheel grinders are operated by a 20 H.P. motor connected to the grinding wheel proper through belts and line shafting. The grinding wheel is a bonded abrasive type wheel 14" in diameter with 2" face, and revolves at approximately 1,500 revolutions per minute. Surrounding the grinding wheel proper is a strong metal hood which serves the dual purpose of acting as a terminus for the dust collecting intake tubes, and at the same time providing a shield or guard for the wheels themselves. This shielding of the hard rough surface of our car wheels is very necessary, as any workman will testify who is engaged

### 48 MILLION HORSES

By HUMPHREY B. NEILL

Reviewed by RICHARD E. SMITH,  
*Executive Assistant, Southern  
California Edison Company*

This is a comprehensive book, written in the popular style and illustrated with many photographs. One of its best features is that it is fresh; copyright 1940 with frequent references to 1939. The pictures especially are up-to-date—except those few that are introduced for historical reasons.

For the lay reader who wants to make a quick survey of the electrical industry this book can be recommended. Here can be found a simple and intelligent discussion of modern power systems; the relative value of hydro-electric and steam-electric generation; the applications of electrical energy in the home and factory, and on the farm; the secret of America's industrial supremacy through the extensive use

in this work. The wheels will sometimes chip or break during the process of grinding, thereby throwing fragments, at dangerous speeds.

One of the unique features of this revised equipment is the method of disposing of the large amount of dust originating from the process. Connected to each metal shield is a large diameter flexible suction hose that is used to convey emery dust and metal particles into the dust collecting system. A constant vacuum and considerable draft are maintained at the grinding wheel ends of these hoses by a large suction fan driven by a 7½ H.P. motor, turning at approximately 2,900 revolutions per minute. The draft created by this fan carries the dust particles from the grinding wheels, through the flexible rubber hose to an initial settling box. In this box large particles of dust and chips broken from the emery wheels in the process of operation are collected. The dust-laden air continues through metal tubing up the side of the build-

ing where solid particles are further removed by the double cone air cleaner.

of electrical power to supplement muscular power; electricity as a vital factor in all forms of transportation and, finally, a peep into the future as it appears in our great research institutions.

Mr. Neill has been careless with his statistics at times. For example, on page 25 he writes: "It is estimated to total 220,000,000 pounds of copper which, if made into one strand, would encircle the world 136 times." The world has been encircled so many times by statisticians that it doubtless is unkind to ask the *diameter* of this particular strand.

Anyhow, the main purpose of statistics is to make an impression, and Mr. Neill uses enough of them to give the general impression that the electrical industry is big and important—which is true.

All books, except works of fiction, should be indexed. Maybe Mr. Neill will attend to this detail in the second edition.

As the exhaust air leaves the two settling cones, it is practically dust free, but in order to maintain as clean an atmosphere as possible, a vent stack is provided from these cones which carries the residue dust away from its point of origin at the grinding location.

The large flexible hoses on this system are necessary in order that the grinding heads may be raised and lowered, or moved in and out to grind the tread surface of the wheels.

With this machine approximately four hours are required to recondition the wheels on a car, if the average number of skid flats are present. If the number of skid flats is large and wheel contours are seriously worn, it requires as much as eight hours to recondition the eight wheels on a car. The machine requires two men for operation and is in service a large part of the day shift.



# Vets and Clubs

## American Legion, Post 541

By R. H. MANNING, *Commander*

Friday, February 2, the Post and Auxiliary made their semi-annual school awards at Berendo Junior High School, with the Post making awards to the first boy and girl and the Unit making awards to second and third boy and the second and third girl.

The program was in charge of our Americanism Chairman Ed Roche. Our Chaplain H. L. Myer was unable to be present, so the invocation was given by Comrade Roche as well as a very fine talk on Americanism. Comrade Leasman gave a short talk on school awards, explaining what they stood for and how the winner was selected.

At the regular meeting of February 20 several distinguished guests were visitors, among them being Jimmie Heath the news-writing cop; Herb Ochs, a friendly enemy of Jimmie; Ed Risdon, editor of the American Legion Weekly; and the Harmony quartet Legionnaires from Harmony Post 504.

After a short business session and a little fun, we were joined by the Unit and friends. The gathering was treated to good dance music furnished by Ossie Alwes' Orchestra. Mr. Alwes is a Motorman at Division 3 and if you need a good orchestra, give him a ring at ALbany 1806.

March 2 our Squadron will sponsor a dance in Patriotic Hall. There will be prizes and good music by Ossie with admission only 35 cents per couple and a good time assured.

We have with us a motorman who is not eligible for membership in the American Legion, but he really is doing his part to help cheer up our Comrades at the Facilities, Sawtelle and San Fernando. He is none

## AWARDS MADE



*American Legion Commander Manning presents awards to Berendo High pupils.*

other than that smiling, happy-go-lucky, good natured Fred G. McMullen. The play that was put on at Sawtelle February 11 titled "Try It with Alice," was really fine, with Fred playing the leading role. April 7 this same play will be put on at San Fernando.

Next regular meeting will be held March 5 and plans will be completed for the meeting of March 19 which will be a joint meeting with the Unit and celebration of the 21st birthday of the American Legion. A program is being arranged for the enjoyment of all who attend. Judge Irvin Taplin will speak on child welfare and community service; Norman Pat Lyon, Fourth Area Commander, will speak on the birth of the American Legion; and we

hope to have little Dorothy Doubach the little singer and dancer that you all liked so well at several of the Post programs.

Any Comrades or friends who have old magazines or newspapers please call ROchester 0687. The magazines will go to the hospitals and the papers will be turned over to the Squadron.

Our sick Comrades are about all back to work now. Any member who is sick is requested to notify the Commander or some member of the Post so they may call to see you.

On March 7 at 2:30 P.M., Berendo Junior High School, the Post will hold their tree planting ceremonies. Conservation Chairman Offenstien will have charge of the program.



## WOMEN'S CLUB

By MRS. C. A. EVANS

Miss Mary O'Brien, director of fashion from the Broadway Department Store, was guest speaker at the Club's regular semi-monthly meeting on February 1. Using "Getting the Most For Your Money in Easter Fashion" as her subject, Miss O'Brien discussed the latest styles, harmonious and attractive selections of clothing and accessories. At the close of the meeting, refreshments were served by Mrs. E. J. Miller and Mrs. George Stanford.

Miss Jane Sterling, home economist, and her assistants at Helms Hostess House entertained one hundred and twenty Club members and their guests with a delicious luncheon on February 8. Afterward an interesting and enjoyable tour was made through the entire bakery, the largest in the world.

Once every two years, Helms Bakery, as part of their welfare work, without any charge, extends the above hospitality to each club, organization or church, by reservation, for sixty people or more.

Members of our Club express their appreciation and enjoyment to Mr. Helms. We, or any group, are entitled to charge for the luncheon and keep the proceeds for Club use.

Following the visit of the bakery, Mrs. J. W. Inman, Club chairman for the day, was hostess at a card party in the guest house. First prizes were won by Mrs. A. B. Slipp in contract bridge; Mrs. D. W. Painter in auction bridge; Mrs. S. Ashworth in five hundred, and Mrs. C. J. Gerard in bunco.

On February 15, Mrs. Dixie O. Michelson from the Fine Arts Department, U.S.C., was guest speaker at the Club. Mrs. Michelson discussed "Personality in Dress," explaining the importance of suitable, attractive apparel for the individual.

Using valentine motifs as table decorations and serving heart-shaped cakes, Mrs. L. W. Slocum, assisted by Mrs. C. A. Evans, presided.

## VETS' CLUB

By MYRON TAYLOR

Comrade Ed Roche, scribe for the Vets Club, who is a very busy man, has turned this work over to Comrade Myron Taylor. Your future scribe feels as though he has taken a big load on his shoulders in filling the shoes of Comrade Roche.

The meeting on February 13 was rather small but we were happy to welcome an old Comrade and Past Commander of Post 541, A. J. Brehm into the Club. Richard J. Rowe of Division 4 also joined up and is anxious to ride the goat on March 12.

Comrade Madigan won the Mystery Package, consisting of a lovely set of bath towels, but I think Mrs. Madigan went "south" with them.

Officers in the Order of the Sword for 1940 are as follows:

Commander, Jack Jackson; Captain of the Guard, L. E. Barkley; Captain of Cadets, W. H. Hollenbeck; Adjutant, M. Taylor; Captain of Esquires, R. C. Hoyle; Captain of Pages, C. J. Clark; Captain of Escort, T. L. Hutchings; Inner Guard, L. T. Staten; Outer Guard, I. C. Freivogel.

After a successful business meeting, we joined the ladies of the Auxiliary in the dining room where delicious sandwiches and coffee were enjoyed by all.

## SQUARE & COMPASS

By WALTER WHITESIDE

Were you there on the 10th? If not you should have been. Members, 69 strong, turned out for this gala night at Van's Restaurant. This was by far the largest attendance at any club function for a long time.

While enjoying a fruit cocktail we heard strains of music and lo, and behold we were blessed with the antics and musical numbers of a very talented trio and the lone wolf known as Frank, the guy who looked so longingly at the food. This gang of entertainers were O. K. and everyone present enjoyed them as they

played during the course of the meal.

After the swell feed we settled down to the more serious part of the evening, the business meeting, which was short and snappy.

Brothers, judging from reports of Vice-President Jimmie Inman we are in for a lot of good times this year. If you are a member you should plan to attend every meeting, and if you are not a member, secure that application blank and affiliate with the Club and good times.

Flash! There will be an old fashioned initiation at the next meeting and judging from preliminary plans its hard to say if the candidates or audience are going to have the best time. Don't forget this will take place on March 9th at the Golden State Creamery. If you have a prospective member in view, sign him on the dotted line and bring him along with you on the 9th and help give him the works.

The Degree team did itself proud on the night of February 27th, at Manchester Lodge and conferred the Third Degree on Brother Henry Williams.

Welcome to the fold, new members: Brothers James Carmichael and W. M. Davis, both of South Park Shops.

## RETIRED MEN'S ASSOCIATION

By P. C. McNAUGHTON, *Secretary*

The regular monthly meeting of the Retired Men's Association was held in Room 309, February 8, at 2 p.m.

Owing to the courtesy of Mr. Turley and Mr. Jones of the Electrical Department, we were able to show films loaned us by the Canadian National Steamship Co., "An Alaskan Interlude." The pictures showed the inside passage to Alaska, and were greatly enjoyed by all present.

Our President, Mr. C. M. McRoberts, was able to preside over the meeting after his absence for some time owing to sickness. We are very glad for his recovery.



# This Month It's How to Buy It and How to Cook It . . .

Edited by MRS. PAUL BROWN

## Shopping *by the* Week

THE housekeeper who does her shopping by the week is saving money, as well as time, as her buying will be done at the end of the week, when nearly all markets feature real bargains.

Successful food shopping for the week is, of course, preceded by the planning of the week's menus. Sit down by yourself for an hour at a time when you are not likely to be disturbed, and plan your meals.

Take a large sheet of paper, mark it in three columns, in turn rule these across into squares and label your columns "Breakfast," "Lunch," and "Dinner," having seven squares in each column, one for each day in the week.

Then, keeping in mind what you wish to spend, figure out the menus for the week. Start with Sunday's dinner; then plan on how the leftovers from this meal can be used. This may sound difficult at first, but with a little practice you will calculate correctly what these leftovers should be. Then plan, in turn, the remaining dinners of the week; using the leftovers in dishes suitable for either breakfast, luncheon, or the next night's dinner. Remember that except for a few perishable foods, you are shopping on a weekly basis. Plan to use the most delicate meats and vegetables first. Then follow with the foods that are less perishable and can be bought in advance, and will keep with refrigeration.

You will be surprised to find how much more interesting meals become when they are planned in advance, and delighted to discover how much easier it is to stay within the budget. You will find it is easier to leave some leeway in buying fresh fruits and vegetables, as it isn't wise to definitely plan on some foods, such as strawberries and asparagus, for example, without knowing the price. So, in regard to foods of this type, just jot down fresh fruit, and a green vegetable, and make your decision at the market, when you can compare prices.

When planning to cook a roast, take advantage of the oven heat by cooking vegetables in the oven at the same time. Have a baked dessert, and rhubarb or prunes can be cooked in the casserole for the next day's breakfast, or a cake or pudding for the next day. If you are planning a pot-roast or stew, use the steam to cook a pudding, or vegetables. In other words, take advantage of your method of cooking to save both time and fuel.

After the dinners are planned, and the leftovers scheduled for attractive dishes, finish working out the luncheon menus. Last, finish working out the breakfast menus.

Keep in mind your probable activities for the day when planning that day's menus. If you are to be away from home, attending a meeting or card party of the Women's Club, for instance; plan meals that

# For

can be prepared in advance and served with a minimum of time and effort at meal time.

Check all menus. Have you scheduled any one food so often that it will become monotonous? Have you planned for well balanced meals with a variety of breads and cereals, and plenty of cooked and raw fruits and vegetables? Are your desserts interesting, and are you including some new dishes as well as the old favorites? Do the meals sound appetizing, and will they look attractive?

Are you dividing your food money properly? Remember, for health, your money should be spent as follows:

- 1/5 for meat, fish, eggs, cheese.
- 1/5 for milk.
- 1/5 for fresh and canned fruits and vegetables.
- 1/5 for cereals, bread, macaroni, flour, and other groceries.
- 1/5 for sugar, jelly, syrups, and all fats.

If you can answer all these questions in the affirmative, then it's time to jot down the quantities of each food which you'll need for the week. Keep the various types separate, again using a large sheet of paper, marked in four columns this time, one each for dairy goods, fruit and vegetables, bread and groceries, and meat and fish. Roughly estimate the cost of these foods. Don't be too dismayed if the amount exceeds your food allowance. It's a simple matter to make a change here and there, substituting less expensive foods to meet the requirements of the budget.

Purchasing meats and fish is easy when one knows the correct amount to allow per person. Allow a half pound of fowl or poultry, a half pound of fish with the bone, and five



# The Ladies . . .

ounces of meat free of bone. When planning a roast, however, purchase enough for at least two meals, as it's not practical to cook a small one.

When you have finished planning your meals, you will know what foods you will be serving for seven

days ahead, how much time it will take to prepare them, and the approximate cost.

Do your shopping on Friday or Saturday, taking advantage of your grocer's specials, then on Tuesday or Wednesday, buy just the fresh

fruits and vegetables needed until you do your week-end shopping again. You will have gained hours of time, and saved money, because your cooking will be done with forethought and your shopping to advantage.

---

## OVEN MENUS

---

Here are three complete menus for oven cookery. Meat, vegetable, and dessert are all cooked in the oven, at the same temperature.

### Oven Dinner No. 1—Serves Six

Baked Pork Chops  
Escalloped Carrots in  
Sweet Potatoes Casserole  
Head Lettuce with Old-fashioned  
Dressing  
Hot Rolls Jelly

#### Apricot Custard Baked Pork Chops

Place six chops in a flat baking dish. Season with salt and pepper, place a slice of onion on each, and encircle with a ring of green pepper. Cover with one cup catsup. Bake one hour at 350 F.

#### Escalloped Sweet Potatoes

Into a buttered baking dish, put one cup cold, boiled sweet potatoes, sliced, cover with  $\frac{3}{4}$  cup of tart apples, thinly sliced.

Sprinkle with  $\frac{1}{4}$  cup brown sugar,  $\frac{1}{2}$  teaspoon salt, and two tablespoons butter. Repeat, using the same amounts of each ingredient for the second layer, and top with two tablespoons red cinnamon candies. Bake one hour at 350 F.

#### Baked Carrots

Scrape and slice ten medium carrots, and put in a buttered baking dish. Season with  $\frac{3}{4}$  teaspoon salt, a few grains pepper, and two tablespoons butter. Pour one cup hot milk over the top, and cover with  $\frac{3}{4}$  cup fine bread crumbs.

#### Apricot Custard

Rub through a sieve, two cups apri-

cots, cooked or canned. Put in a buttered baking dish, sprinkle with three tablespoons shredded almonds. Make a custard of three eggs, slightly beaten  $\frac{1}{4}$  cup sugar,  $\frac{1}{2}$  teaspoon salt, two cups milk, and two teaspoons vanilla. Pour the custard over the apricots, set in a pan of hot water. Bake 40 min., or until firm, at 350 F.

### Oven Dinner No. 2

Baked Ham  
Maple Sweet Potatoes Casserole Onions  
Hot Biscuits Jam  
Apple Crisp

#### Baked Ham

One large slice ham, two pounds. Combine 5 tablespoons mustard, 5 tablespoons flour, and three tablespoons molasses. Spread on ham, garnish with  $\frac{3}{4}$  cup raisins and a few whole cloves. Place on baking dish, pour two cups milk around the ham. Bake one hour at 350 F.

#### Maple Sweet Potatoes

Boil six sweet potatoes until done. Cool and peel. Slice in half lengthwise and place cut side down in baking dish. Bring one cup maple syrup to boil, and pour over potatoes. Put a pecan on each potato slice, and a small piece of butter. Bake 30 min. at 350 F.

#### Casserole Onions

Select six medium sized onions. Peel, place in casserole, add  $\frac{3}{4}$  cup water, season with salt and pepper, and cover tightly. Bake 30 min. at 350 F.

#### Apple Crisp

Slice six large apples in a buttered baking dish, sprinkle with one tea-

spoon cinnamon, and dash of salt. Pour on one cup warm water. Work together one cup sugar,  $\frac{3}{4}$  cup flour, and  $\frac{1}{4}$  pound butter. Crumble this over the apples. Bake  $1\frac{1}{4}$  hours at 350 F. Serve warm with cream.

### Oven Dinner No. 3—Serves Six

Baked White Fish with Almonds  
Tomato-Pepper Baked Potatoes  
Casserole  
Grated Carrot Salad  
Gingerbread Cup Cakes

#### Baked White Fish with Almonds

Select a three to four pound fish. Clean ready for baking. Brush with oil, sprinkle inside and out with salt and pepper. Place in shallow pan, and bake one hour at 375 F. When done, cover fish with shredded toasted almonds, put under broiler to brown.

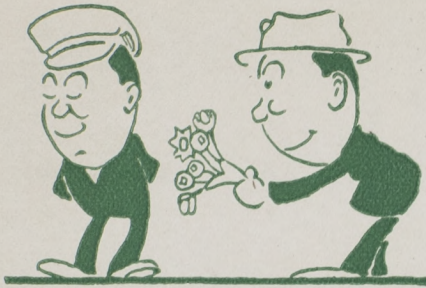
#### Tomato-Pepper Casserole

Six firm tomatoes, cut in half crosswise. Sprinkle with salt and pepper, put one teaspoon brown sugar and one teaspoon butter on each half. Place in buttered casserole, top each with one teaspoon minced onion and encircle outside with a ring of green pepper. Bake one hour at 375 F.

#### Gingerbread Cup Cakes

Beat two eggs, add  $\frac{3}{4}$  cup brown sugar,  $\frac{3}{4}$  cup molasses, and  $\frac{3}{4}$  cup melted shortening. Sift together and add  $2\frac{1}{2}$  cups flour, two teaspoons soda, 2 teaspoons ginger,  $1\frac{1}{2}$  teaspoons cinnamon,  $\frac{1}{2}$  teaspoon nutmeg, and  $\frac{1}{2}$  teaspoon baking powder. Mix well, and add one cup boiling water. Bake in greased muffin tins, 20 to 25 min. at 375 F. Serve warm, with whipped cream.





## ATTRIBUTES CITED . . .

"I would like to commend Motorman No. 1711 who operates a car on the South Broadway line for his courtesy and careful operation of his car. (*J. A. Wear, Div. 5*).

"On several occasions, particularly at intersections where street cars and motor buses make connections, I have noticed the consideration shown by him for anyone who is making an effort to board his car. He is also very courteous and polite to the public who finds it necessary to ask him for information.

"A man of his type is an asset to your company and I take pleasure in commending him to you."

J. W. WINN, Captain,  
Los Angeles Fire Dept.  
217 S. Hill St.,  
Los Angeles.

## "MODELS OF PUBLIC SERVANTS" . . .

"I wish to commend the courtesy, consideration, alertness, respect and general cheerful helpfulness expressed by the crew on a number three car on which I made a trip from the end of the line at Larchmont to Fifth and Broadway. The men, operator 201 (*M. J. Storer, Div. 4*) and conductor 869 (*E. N. Bliss, Jr., Div. 4*) were models of public servants and I as one of that public want them to know and want you, their employers, to know that we truly appreciate them. I do not know their names as I merely took the numbers from their caps.

"Before the car started from the end of the line the cheerful conductor generously offered to passengers some of the morning papers which he had collected, "to read on the way down—just don't forget where they came from" (and I don't believe anyone could).

"At the first stop two persons were running to catch the car and the alert operator saw them and waited a moment for them. They were approaching from differ-

# PATRONS'

ent sides of the car and it took no little observance to notice them.

"The streets were all called clearly and distinctly; the connecting car or bus lines given as well as mention being distinctly made of important buildings or activities at particular points. All information was cheerfully and efficiently given.

"When a lady with a very small boy entered after the car was crowded, the conductor had the lad sit up on the side seat with him and his cheerful, courteous remarks caused everyone to arrive at their destination in an improved frame of mind for witnessing a work well done. Someone commented to the conductor about this and he modestly replied, "Well, sir, we get paid for it and we should do it."

"The operator handled his car in a masterly manner, radiating a sense of safety which of course made the conductor's work easier. By the time we were downtown all happy and smiling the conductor had earned the title of and been called by one of the passengers "the streamlined conductor". That crew will help your organization a whole lot and I hope this may help them."

BURT DAVIS,  
6043 Barton Ave.  
LOS ANGELES

## GENTLEMANLY . . .

"The first part of this month I was on a Wilshire-Westwood bus in the late afternoon which was operated by driver 680 (*D. V. Ladhoff*).

"A passenger on the bus (a lady) was very crippled and when she started to get off the bus and the driver saw her condition he drove the front of the bus very close to curb and getting off lifted the lady to the sidewalk and saw she was started on her way. When I left the bus at Westwood I thanked the driver for his kindness to this passenger but also feel your Company should know of this courtesy to this lady.

"I have always found your conductors and drivers most courteous and helpful in

directing strangers in Los Angeles and in other ways as well."

MRS. LYDIA TIPPETT  
(NO ADDRESS GIVEN)

## HONEST — AND THAT'S NOT ALL . . .

"Thursday morning when I paid my fare I unwittingly dropped too much money in the box. The conductor called it to my attention and after signing a card he reimbursed me. (*W. D. Moorhead, Div. 4*)

"May I recommend him for his honesty, for as I did not realize I had overpaid anyone else could easily have let this go unmentioned. Also, after this experience I made it a point to watch his manner with other people. I found here also that Conductor 2366 was pleasant and business-like and made an effort to be polite with everyone.

"I am not one to write letters of any kind and never one like this but feel that a word of praise would be appreciated by you."

MARK DAVIS,  
Pridham Davis, Optometrists  
442½ S. Broadway  
LOS ANGELES

## GOOD JUDGMENT . . .

"One evening during the past week on the Beverly bus going west at the Silver Lake intersection near Westmoreland, I witnessed what appeared to be an unavoidable accident, as a woman drove thru a stop signal.

"I wish to commend the excellent judgment of the driver whose number I understand to be 103 (*C. A. Malin*). This could have been a very serious accident but due to quick thinking and excellent driving it was averted.

"I would also like to add that this young man has always been very courteous."

PEARL M. CLINTON,  
140 N. SYCAMORE AVE.  
LOS ANGELES



# PLAUDITS



## IMPRESSIVE JOB DONE BY NO. 24 . . .

"As a daily rider on either the R or S cars to and from Hope Street to Ardmore, I have had occasion to be considerably impressed with the job that is being done by one of your conductors—No. 24 (*H. F. Keiser, Div. 1*). In fact, his work was so impressive that I asked for his name this morning feeling that it was only right that I should take the time to commend him to you.

"My attention was first attracted to him a couple of months ago when on boarding the car in the morning I was met by a cheery "Good morning." To be so greeted by a conductor was not only pleasurable, but I may say, an outstanding experience. Since this experience I have particularly noticed when I boarded his car, he is always smiling and cheery with a "Good morning" or a "Good evening."

"If there is any reward for doing ones job perfectly, even beyond the lines of duty, Mr. Keiser, Conductor 24 of the Los Angeles Railway, certainly, in my opinion, deserves the reward. Incidentally, when I paused to ask him his name and number this morning and told him that I was going to write to you, he was considerably embarrassed.

"I do not mean to imply by this letter that I have ever found any of your platform men discourteous or in any way delinquent in their duties. It is simply that this gentleman has gone beyond a mere perfunctory performance of his job in a most commendable way. It has been my experience that the personnel of your railroad is very good."

WILLIAM PLUNKETT,  
Pacific Company of California,  
623 S. Hope St.,  
Los Angeles.

**From Our Mail Sack Also  
Come Letters of Commenda-  
tion to . . .**

## TRAINMEN

L. A. Bagley, Div. 4  
E. H. Barnett, Div. 1  
Y. W. Beal, Div. 4  
E. N. Bliss, Jr., Div. 4  
R. L. Boatright, Div. 4  
K. E. Boling, Div. 3  
\*X. Bryan, Div. 5  
W. D. Burditt, Div. 5  
E. A. Burgess, Div. 4  
C. D. Burnett, Div. 1  
T. H. Burnett, Div. 1  
C. H. Butterfield, Div. 3  
J. O. Byers, Div. 3  
R. A. Byers, Div. 4  
L. A. Card, Div. 4  
C. M. Clemons, Div. 3  
W. J. Curry, Div. 4  
R. E. Damm, Div. 4  
J. M. Davis, Div. 4  
R. M. DeWitt, Div. 5  
P. A. Draus, Div. 4  
L. H. Elliott, Div. 4  
C. Fisher, Div. 5  
F. L. Forum, Div. 4  
D. N. Gagnon, Div. 5  
I. Gasparro, Div. 3  
J. M. Gilleese, Div. 4  
M. F. Graham, Div. 3  
F. Hawley, Div. 1  
C. M. Hedger, Div. 3  
W. M. Holt, Div. 4  
E. F. Jacks, Div. 3  
C. C. Jones, Div. 5  
F. Jones, Div. 1  
D. C. Kennedy, Div. 3  
D. J. King, Div. 3  
W. J. LaCreaux, Div. 4  
P. M. Leatherbury, Jr., Div. 3  
W. I. Manley, Div. 1  
R. H. Melick, Div. 3  
R. H. Minniear, Div. 4  
R. G. Monahan, Div. 3  
F. W. Mooney, Div. 4  
W. D. Moorhead, Div. 4  
H. G. Morgenthall, Div. 4  
L. J. Morris, Div. 3  
W. R. Mullenax, Div. 1  
E. McCabe, Div. 5

W. S. McDonald, Div. 3  
G. MacLeon, Div. 3  
P. J. Nevling, Div. 3  
J. P. O'Brien, Div. 3  
R. S. Pacl, Div. 3  
C. F. Palk, Div. 3  
E. W. Park, Div. 1  
D. F. Pickett, Div. 4  
T. O. Pittman, Div. 5  
H. D. Plank, Trafficman No. 9  
W. D. Profit, Div. 5  
W. E. Richards, Div. 4  
C. J. Rupert, Div. 1  
H. L. Sanno, Div. 5  
A. W. Saupe, Div. 3  
P. B. Schier, Div. 3  
F. W. Seega, Div. 4  
H. D. Shier, Div. 4  
E. J. Skinner, Div. 5  
J. H. Stanley, Div. 5  
\*L. T. Staten, Div. 3  
K. S. Stephens, Div. 3  
J. F. Tanner, Div. 4  
W. J. Thomson, Div. 3  
C. J. Wallen, Div. 1  
L. F. Walton, Div. 4  
E. J. Wegner, Div. 3  
R. O. Yarger, Div. 3

## OPERATORS

C. W. Agard, Alvarado  
M. L. Bradberry, Washington-Adams-  
Jefferson  
G. D. Bronson, Wilshire  
F. E. Caldwell, Wilshire  
F. O. Cassidy, Hollydale  
V. W. Courtney, Inglewood  
\*R. D. Crandall, Sunset  
E. R. Croy, Sunset  
T. J. Demery, Maywood-Bell  
G. B. Dossey, Wilshire  
T. L. Dundas, Wilshire  
D. C. Johnson, Fairfax  
E. C. Linton, Avalon-Main  
F. A. Palfreyman, Beverly

Note: Each asterisk represents one additional commendation.



# FLIERS ORGANIZED

## MEMBERSHIP ZOOMS

THE Chevrons Flying Club organized by and for Los Angeles Railway employes started operation at the Municipal Airport, Tuesday, February 20, 1940. The first flight as a student was made by R. H. Perry of Division 1.

The addition of an old time flyer into the official personnel of the club took place prior to the opening. 16 years a pilot, Bob Gosnell, 16th Street Coach, started flying way back when it was a good even bet whether or not you'd get off the ground. Mr. Gosnell has made an especial study of the technical side of aviation, keeping in step with all the latest improvements and aids to aviation and navigation. All members of the club will benefit from his knowledge of flying.

There has been some question as to Mines Field, Los Angeles Municipal Airport which was chosen as operating base. Here's why:

1. Mines field has the longest un-

obstructed range of visibility of any airport in this area.

2. Several millions of dollars worth of improvements have already been started to make it one of the finest airports on the west coast.

3. New buildings and many new hangars to house all the big airliners operating into Los Angeles are to be built and the airlines are to move into them in the near future.

4. The government has selected Municipal Airport as one of the ten in the United States to install the new instruments developed for totally blind landings. No other airport has this most modern of safety facilities.

5. It is near the ocean. The club as it grows and the members get experience will have the additional advantage of being able to get water landings and takeoffs. The present

ship and any future ship purchased can be fitted with pontoons easily and quickly.

This is a part of the plan to get as much experience and technical knowledge for as little as possible.

Members and prospective members, who attended the opening day activities were:

W. H. Atkin, Chas. Miner, T. Stuckey, Bob Gosnell, R. H. Perry, A. F. Thompson, W. M. Kirby, Ed Potter, R. V. West,

The club has been able to get additional financing for operation and now can take in new members for as low as \$12.50; formerly a \$20.00 down payment on membership was required.

Ed Potter, Bob Gosnell and Tex West have been testing several different makes of planes in order to be ready to choose the new plane as soon as membership reaches the limited quota of twenty.

All appointments and operations will be handled by Mr. Gosnell of 16th Street Coach, who may be reached at his home, MU. 4770. He is home from 8:30 a.m. to 10:30 a.m. daily and from 7:30 to 9:30 p.m. daily. He will be at the airport on Sundays. Ed Potter and Tex West will be at the airport on Tuesdays.



Above: A few Chevrons gathered in front of their ship.

Left: The Club's Aeronca fifty horse-power two-place coupe.



# S P O R T S . . .

## ALL-STARS TOP SOUTH-SIDE WINTER LEAGUE

### MAJOR MUNICIPAL BASEBALL CLASS "AA"

#### 1939-1940 Southside Winter League Standing

	Won	Lost	Tie	%
L. A. Ry. All-Stars	10	1	0	.909
Cathedral Chapel	9	2	0	.818
Western Tool & Die	7	4	0	.636
Hand Garage	6	5	0	.545
Vermont Plumbers	5	5	1	.500
Sons of Italy No. 1375	3	8	0	.273
Broadway Merchants	2	8	1	.200
Onized Club	1	10	0	.091

THE Los Angeles Railway All-Star baseball team which is made up of players picked from the whole system in its first invasion of the Municipal League baseball ranks are doing all right. Under the capable management of President "Ken" Sloan, Manager "Dick" Means and Coach "Jack" Carlin they showed splendid team work and efficient playing to win Southside Winter League Baseball Championship.

The Municipal Baseball Association will hold a playoff of the top teams in the five "AA" class leagues for city honors in March. If the All-Stars keep up their fine playing they should have a grand chance to take this playoff.

On Sunday, February 18, before a large crowd on their home diamonds at Vernon Yards, they put the Vermont Plumbers away by a score of 9 to 4 in a great game.

Templin was on the mound for the All-Stars and allowed only four hits

and struck out eight batters. Barnett was behind the plate with his usual fine catching.

The All-Stars started off in the first inning when Triboulet hit a line drive for a three base hit, Andrews came up and got hold of one for a home run scoring Triboulet ahead of him. In the fifth "Dick" Means went in as a pinch hitter and sent one out for a hit, stole second and on the overthrow went to third, Barnett got a hit scoring Means.

In the seventh Templin got a hit, Andrews came up with a two base hit, Broman put down a bunt for a hit with Templin scoring, Stotlemire put one out in center field with Andrews and Broman scoring. In the eighth Lusk got hold of a fast one for a two base hit, Smith received a base hit, scoring Lusk. Andrews put a line drive over first base scoring Smith; Stotlemire put one out over second for a hit with Andrews scoring.

If you have not attended any of the games you have missed some fine baseball. Come out and give this team the support it deserves.

### BASKETBALL

By C. J. KNITTLE

WHEN two undefeated basketball teams meet on the court, each intent upon putting its finest competitive effort against the opponents' rare skill, courage and endurance, the spectators may well expect to see a good game of ball.

Such was the case on February 7 when Division Three played Vernon Yard. Both teams had a perfect record of wins for the season. It was practically impossible to judge which, if either, had an edge on the other. Of one thing we are now certain. The Vernon Yard boys were in top-notch form that evening and clicked marvelously right from the start, piling up 20 points against Division Three's 7 in the first half.

In the second half, Division Three continued to play a defensive game but, taking advantage of the openings to score, piled up 20 additional points. Vernon in the meantime scored 18 additional points. The final score in favor of Vernon was 38-27. It is possible the loss of this important game had much to do with Division Three's loss of a game against 16th Street on February 21. This is not to be construed as a reflection against the 16th Street lads for, in the scores below, one finds that on January 24, 16th Street played Vernon Yard and held an eight-point lead at the end of the first half, then lost the game by only two points. In the standings, it will be noted, 16th Street is only a half game behind Division Three for second place.

The Los Angeles Motor Coach team appears to be holding its own in fourth place. South Park Shops team hopped from seventh to fifth place in the last four playing nights. Division Five team saved its face by winning two games recently but still holds down the cellar place in the standings. Scores and standings on back cover.





# NEWSCASTS FROM L-A-R-Y



## Division One

**R. C. RUGGLES**

A word picture drawn now and then on the needless annoyances of every day life, might be of benefit to all of us if taken in the right spirit. So No. 1 on my list sums up to be the use of the telephone, which is a big problem in the work of our Division Clerks. Apparently needless interruptions such as So-and-So's wife phoning in on a rainy day about the forgotten lunch box, rain coat and rubbers. Another type of unnecessary phone calls are from business dealings of a private nature. Such calls should either be phoned to the home or a post card sent if there is no phone.

Sometimes men call for their runs in plenty of time and then get to talking and forget to get on their cars causing the switchman to phone the office and also causing delay to other crews waiting for the car ahead to pull out.

Another improvement could be made in the matter of getting change, tokens and other supplies. Do not turn in all of your small change upon finishing your day's work. This necessitates your getting more change the next morning when change is hard to get.

Other men don't seem to know what kind of an accident report is required and have to ask and then after filling it out, fail to answer some of the questions and have to be told to do so. Here's hoping those who read will heed and make our work more pleasant. Thanks for your expected cooperation.

Motorman P. K. Murray has just

returned from a five-week trip visiting his kinfolks in Louisiana. He experienced unusually cold weather, the coldest known in fifty years. He was delayed two weeks on account of the illness of his wife. Also tells a hunting story where he bagged an eight-point deer, dressing 175 lbs.

We were grieved to hear of the passing of Chester A. Hill who was at Division One from 1904 to 1937 as motorman and switchman. Our deepest sympathy is extended to Mrs. Hill who survives him.

Mrs. Ellis, wife of our Foreman, had the misfortune to fall and shatter her knee cap. We wish her a speedy recovery.

Division Four put in a call for men so we sent Conductors R. P. Doran, F. W. Happel and N. L. Hoskins to help them out.

One of the saddest things which could happen to anyone, was the passing of Motorman L. Neal's little daughter, aged 5. She became frightened at the maze of traffic while crossing the street on the way home from school and died of a heart attack. Our deepest sympathy is extended to Mr. and Mrs. Neal in their great loss.

We were shocked to hear of the sudden passing of Conductor F. Hawley's wife. What seemed to be a minor operation proved to be fatal for Mrs. Hawley. She leaves a bereaved husband and four children to mourn her loss, and we want Mr. Hawley to accept our very deepest sympathy in the loss of a dear wife and mother.

We have had many men on the sick list this past month, among them Conductors J. E. Ramstein, A. N. Johnson, C. R. Ream, F. E. Schuler, C. M. Beard, C. J. Morrissey and H. W. Morrissey and Motormen D.

Rogers, G. R. King, C. W. McGehee, A. A. Johnson, G. E. Nidick, F. A. Smith, A. H. Middleton, A. J. Dominguez, A. B. Stewart, T. A. Brewer, J. H. McClintock and F. A. Vallee.

We welcome back to our Division the following former employes: Motormen R. J. Stevenson, E. C. Wright and F. E. Sorling.



*Paul Garrett Boynton, 4½ months old son of Motorman (Division 1) and Mrs. E. A. Boynton.*



## Division Three

**L. VOLNER**

It is with deep regret that we report the death of former Motorman Sam E. Weeks. "Sam," as he was familiarly known to all the boys, was well liked by everyone, and will be greatly missed by all his friends. To his family, the Division extends its sincere sympathy.

The flu, other ailments and accidents, have quite a number of our men on the sick list. As this is written the following men are on the list: O. L. Bessire, C. H. Deane, W. G. Ball, G. C. Rowe, H. C. Trabue, J. W. Reynolds, M. L. Hersom, Jim Gilreath, W. W. Taylor, G. H. Bedbury, B. S. Head, E. C. Fisher, C. H.



Blackburn, C. E. Vassar, W. H. Pearce, J. D. Messick, W. E. Scott and W. F. Story. We all hope for them a speedy recovery and hope to see them back on the job real soon.

Recently Motorman C. M. Neal was southbound on an "O" car on Main Street, between Sixty-seventh and Sixty-sixth Streets, when a milk truck, northbound, skidded on the tracks and struck the street car head on. The impact pinned the driver of the truck under the steering wheel and dash. Neal and a passerby were alert to the situation and were attempting to get the driver out of the truck when the gas tank exploded, showering fire in all directions. The explosion rendered the passerby helpless, owing to severe burns, and temporarily forced Neal away from the truck. Undaunted, Neal covered his face with his overcoat collar and plunged into the flames and pulled the driver from the truck. Neal was fortunate in that he was only slightly burned on one side of his face and lost considerable of his eyebrows. It was unfortunate that the driver of the truck died after the heroic rescue, after he was removed to the hospital. This is just one more good deed performed by men of the rail service, so many of which go unnoticed.



## Division Four

C. J. KNITTLE

More orchids for twenty years of excellent service are due the following Division 4 trainmen (Date of completion indicated): Motorman R. W. Harry (December 22), Motorman C. L. Seibert (December 29), Conductor R. E. L. Carroll (December 29), Conductor C. W. Beckner (January 13), Conductor W. W. Warren (February 16), Conductor J. A. Saunders (February 18), and Motorman W. J. Forster who will complete his twentieth year on March 12.



*Miss Ruth Barkley, daughter of Motorman (Division 3) and Mrs. Leonard Barkley, became the bride of Conductor Edward A. Duncan (Division 4) on January 28.*

The most humorous sight of recent weeks was that of a demolished auto hugging a pole out Pico way and above the wreck on the very same pole that familiar suggestion, "Let's Make 1940 A Safety Year." On second thought the driver of that automobile may have been a careful man. Good men make mistakes sometimes. Take, for instance, Traveling Instructor Joe Hagan, who has been doing jury duty lately. Mr. Hagan left the court room, grabbed his topcoat, left the building and boarded a street car. Then he attempted to don the coat but something was wrong. The sleeves were much too short and on second glance the material was different. Sure enough, Mr. Hagan had hastened away with a fellow-juror's garment.

A shortage of trainmen at this Division recently necessitated the borrowing of three conductors from Division One. H. W. Happell, R. P. Doran and N. L. Hoskins were the borrowed men. Fifteen new motormen were also broken in for Division Four service.



## Division Five

FRED MASON

Transfer Clerk Warren DeMuth is in receipt of a letter from Harry Bush. Harry, as you old timers will remember, used to be a motorman at this Division and left us ten years ago on account of ill health. He is living at 2623 Montrose Avenue, Montrose, just north of Glendale, and would be very glad to receive a visit from any of the boys.

Motorman J. P. Taft is enjoying his six weeks' vacationing at home and is due back on March 15.

Motorman E. W. Parker was granted five weeks' leave of absence to attend to some business in Fort Stockton, Texas, and is due back on March 1st.

On March 9, our Division Superintendent, Mr. W. H. Snyder, will have completed thirty-seven years service. He is still going strong and seriously contemplating taking up the grand old game of golf.

The prediction of Headman "Casey" Jones that our basketball team would show a marked improvement in the second half of the season was correct. They won a game, defeat-



*Margaret Ruth Wilmeth, 2 year old daughter of Conductor (Division 5) and Mrs. A. R. Wilmeth.*



ing Division One by a score of 30 to 21. The following week they were just nosed out in the last thirty seconds by the L. A. Motor Coach in a very closely fought game.

Conductor E. D. Helwig has decided to leave us and go to Division One, he having traded seniority with Conductor R. F. Webber of that Division. Good luck to you Mr. Helwig and welcome Mr. Webber.

Conductor C. B. Mullins is taking off three weeks for an early vacation but hasn't decided where he is going. He says it will either be Pomona or Texas. We feel sure he'll finish up in Texas.

Add to alibis for missing out: "I bought a new alarm clock." That's just what Conductor Dave MacTaggart said. He bought a new alarm clock, gave his old one to his daughters. The old one worked, but Dave missed out.



Molly Kathleen Maxwell, 2½ year old daughter of Motorman (Division 5) and Mrs. G. M. Maxwell.

## Virgil & Santa Monica Coach



L. S. HENDRICKS

Due to the sudden illness of Virgil's scribe no copy was received from this division.



## 16th Street Coach

CHARLES H. HARDY

A \$1.50 pass was instrumental in winning a new Chevrolet for a Melrose passenger in a theatre drawing recently. The happy passenger told Operator W. Maher that he would not have attended the downtown theatre that evening had it not been that he had decided to make good use of the pass.

B. J. Bostwick as Scoutmaster has good reason to be proud of his Boy Scout Troop 125. This troop took first place at the winter camp with an almost perfect score on neatness and attendance in the inspection.

We offer our deepest sympathy to M. M. Erskine, whose mother passed away recently.

Jimmy Kresge goes on and on about his new car. This miracle of the age is supposed to be breaking in at 30 miles per hour for four hours on one gallon of gas. Jimmy will be glad to recommend this model to anyone.

New men on Wilshire are: R. A. Goings, R. M. Casad, R. D. Foxe, C. C. Jividen, R. S. Hodge and G. F. Saxon. Howdy, boys.

W. H. Coker hurried back to South Dakota to visit his mother who was seriously ill. We are happy to learn that she has improved sufficiently to allow his return to California.

A huge Valentine apparently from appreciative passengers was received by Normandie operators.

Elmo Welch, assistant Scoutmaster of Troop 125, gave an interesting talk to a group of colored Boy Scouts recently.

## GARAGE

G. Rorer enjoyed a mid-winter vacation of several weeks back East amid wintry scenes of his boyhood days. Two weeks of California sunshine were necessary to thaw him

out on his return home. Walt Dewhirst also on vacation celebrated the Mardi Gras in New Orleans. L. A. McDonald brought back a new car from the East.

We offer our deepest sympathy to Earle Wetzler whose mother passed away recently and also to Joe McDonald who suffered the loss of his father.

Foreman Floyd Nolff reluctantly parted with his tonsils recently.

Jack Savage took a back seat as a back seat driver recently while riding with some of the gang. As the others were somewhat dubious as to the best way to reach their destination, Jack took charge from the back seat. After climbing a precipitous hill they were faced with a blind alley. Driving from the front seat was then resumed.

Several of our foremen and their assistants are taking the current foremen's training course conducted by the Los Angeles Foremen's Club.



A. Young, coach cleaner, (16th Street) brings home the rabbits.

## SOUTH PARK SHOPS

Our January 25 noon program was again an enjoyable affair. Adding to this enjoyment was the "Masterette" of Ceremonies, Gail Veralto, who has accomplishments other than her chosen vocation of telephone operator.

Also Bill Atkinson had a way of driving home an argument and convincing his partner in comedy, by brandishing a mean looking razor.



Their act drew warm applause. Atkinson we learn, is home sick. Hope just for a day or so.

On the sick list too, is George Yale. Unfortunately he got off the car where there is no safety zone provided and was run down by a truck that failed to stop for alighting passengers. A broken ankle, skinned up and bruised, a time in the hospital will be necessary.

In the suggestion box was a notation that it would be well if Mr. McCune would place instructions for the making of a bumper, similar to the one made for the Emergency Truck, for Mr. Brittain to push and pull the P.C.C. cars around Division Two. This would prove less fatal to the rear of his car and less strain to the apron of the P.C.C. cars. One Friday morning hurrying around, Mr. Brittain wondered where the power of his Buick had gone and looking back found he had a trailer—the aforesaid P.C.C. car.

H. C. Smith is following successfully his hobby, that of having a beautiful rose garden. He now has many, many varieties and is always on the lookout for a new rose.

Frank Markley traveled 159 miles just to shoot his 410 shotgun and get a rabbit by mistake.

Lee Crump, Paint Foreman, is off sick. That treacherous flu bug again.

L. Graham has gone back to his

familiar Honolulu to paint subs for Uncle Sam. In his place has been welcomed Painter A. Small.

A. D. Arnold wishes his colleagues in the office to know how appreciative he is of their surprise birthday gift to him—a beautiful billfold.

Mary Margaret Dowrey, popularly known as Peggy, stenographer of the Store Room, is getting married March 2. Many felicitations from the Shops.



#### Division One

R. C. Dusoe resigned to join the Merchant Marine.

Bill Christmas, former Assistant Foreman at Division 1, is reported to be doing very well at San Fernando Veterans Hospital. He would like to have more of the fellows come up and visit with him.

W. B. Choate recently traded his Ford coupe for a '36 Dodge . . . Some class!

The following new men are attempting to get their "sea legs" at Division 1: Wm. Monahan, A. A. Zimmerman, Wm. S. Lupo, James E. Clarke. Good luck boys, and we hope you get along fine.

#### Division Two

Due to the absence of our enviable scribe "Doc" Robey, who has been on the sick list for some time, Division 2, of necessity, is somewhat lacking in news. Your scribe protem, however, takes this opportunity of giving his many friends that encouraging news of his improved condition we are so anxious to hear. If "Doc" continues on his present rapid recovery, he should be up and about within the next few weeks.

#### Division Three

Pat Knight is the new relief man. Pretty nice, huh, Pat? After years of night work.

L. W. Ferguson has moved to Arcadia to enjoy some real country life

on his recently acquired ranch estate.

Eddie Swanson has his day eyes now and is also getting so he can sleep nights.

G. Treneer tried to use his wife's glasses but after a few discouraging incidents, decided he had better get his own.

The boys going to the Instruction School are sure picking up a lot of useful information.

T. G. Hubbard got a Ford V-8. It was rather a heartbreaking ceremony for him to part with his old Chevy, but the classy V-8 job finally won him over.

Bud Magin is going into the horse stable business. Ask Bud for details on this enterprise.

The Credit Union officers are happy to report that the Credit Union paid a 5% dividend and put 13¼% in reserve which seems to be a very good record.

D. A. Overturf and J. C. Walton are the new men at Division 3, they recently were on a temporary assignment at the 16th Street Garage.

#### Division Four

On January 27, our sagacious Assistant Foreman, J. J. Inman, made a mysterious trip to that romantic Nevada city known as Las Vegas, and upon his return passed around the cigars, stating that cupid's wiles had melted his stoney heart and that he was now a happily married man. The lady of his selection is Evelyn Payne. The boys at Division 4 gave the bride and groom an appropriate gift which was presented to Jim by Foreman W. W. Aldrich during the lunch hour. Congratulations to Mr. and Mrs. Inman, and the very best wishes of Division 4 Mechanical Department.

S. F. Sparks is back on the job after being off several weeks due to an appendectomy.

The bowling team at Division 4 are feeling their oats and are ready to challenge all comers in a tournament. It is understood that there are those of this group who are



*Jimmie Ross, 5 months old son of R. N. Ross (So. Park Shops) challenges anybody his age to three fast rounds.*



ready to take any side bets, provided the odds are equitable.

J. M. Smith, night Cleaner Foreman, has been on the sick list for several weeks. We hope he may recover and be with us again soon.

R. L. Crowther and G. Lendy are back to work after an attack of flu.

K. G. Kapin and J. J. Boardman are the new boys around Division 4. Glad to have you with us, fellows.

#### Division Five

Fred Shaw reports that he bought \$14 worth of tools to work on that \$12 automobile of his. How he is going to absorb this heavy capital investment is somewhat of a question.

Trent Wells made a trip up to the High Sierras to play in the snow. He said they had a 6-foot snow fall while he was there and he got snow bound. The results of which, he lost four nights' work and by the looks of his beard he also lost his razor.

Foreman G. P. Macqualter and his wife moved to their new home on South Wilton Place.

The new dust collecting system has been installed, and the pit grinder reconditioned so from now on skid flats will be a thing of the past at Division 5 (we hope).

W. A. Alport picked out one of those unusual California days to move. With the help of Andy Duncan they got as far as Van Ness Avenue and 60th Street when they came to one of those water holes. A brief check indicated that no land-going vehicle could negotiate this inland sea, so after a prolonged consultation they came to an agreement that Andy would board the trailer and use the broom and a mop for paddles—row the seaworthy scow across to where the trailer wheels might touch the ground. Just how successful this endeavor was cannot be adequately described in the short space allotted to this column.

W. F. Haviland and J. K. Lynch are the new boys around Division 5. Glad to have you with us, and good luck.



L. F. SPARKS

#### REPORTS TO A REPORTER:

Caryll Thompson reports that his parents are recovering from injuries received in an auto accident in which their car was completely destroyed.

Joe Ovard reports that he and his crew of night welders escaped injuries by the skin of their teeth when their grinder was demolished by a drunken negro. They were facing the direction of traffic and saw the car coming in time to jump aside.

L. E. Jarman, Yard Watchman reports that his stepson Vernon has been accepted by the United States Army and he will be in the cavalry at Monterey.

"Little" Joe Miranda reports a

future basketball player named Joe Jr. has arrived at his house. Swell, Joe, we will expect another trophy in about twenty years.

Howard Beebe reports one of the big deals of the year has been completed between him and Austin Fleetwood but that in the future he proposes to kill his chickens before delivery.

Pat Jinks reports he is getting better fast and thanks his crew for overhauling the railroad crossings while he was gone. The crossing on Slauson at Hoover, Vermont, Broadway and Main have been repaired. Also the intersection of Seventh and Broadway.

Sam Bevilacqua reports that owing to the fact that he has been on a reconstruction job on West Washington for a month he has lost track of what else is going on. Read Two BELLS Sam, and keep up with the news.



"Where do you think they keep it?!"





# ELECTRICAL



WALTER WHITESIDE

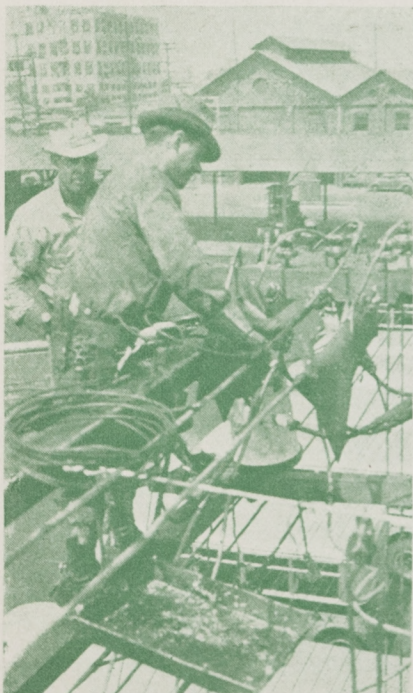
Here is one we heard the other night as told on O. J. Moser. It seems that "Mose" was called into the office on account of a complaint stating that he used profane language and when asked for an explanation he said "Well, one of the boys working on the pole called for some hot lead and when it was hoisted up to him he spilled some on my neck and I just looked up and said 'Don, you will have to be more careful'!"

We are glad to see Pete Goodas back on the job again, as spry and chirpy as ever. Pete was away from work seventy-four days.

Tom Psaras and Frank Whittley both have been away from work for some time due to injuries. At this time they are getting along O.K. and hope to be back on the job soon.

Bill Boyd and M. J. Barnett have been under the weather for some time and hope to be back shortly.

Isn't it a shame the way stray dogs will act after being taken in and fed? Ask Jessie.



R. Baker and D. E. Davis checking up.

## NEWS FROM LARY SICK FOLKS

By R. A. PIERSON,

Superintendent of Personnel

During the month of January there were 30 employes confined to the hospital, which represents 230 hospital days. The cost of the hospital service was \$1,652.

Regret to report the deaths of three employes and one former employe during the month of January. The three employes who died were covered under our Group Life Insurance Policy and the former employe was covered under the extended death benefit clause of the policy. There were no deaths among the wives of the employes.

During the month of January there were 264 employes who were ill and received indemnity under our Group Sickness and Accident Insurance Policy.

### OBITUARY

William McLellan, on the Pension Roll, died February 18, 1940. He was born in Ontario, Canada, April 12, 1861, and entered the service as Motorman Division 1, December 20, 1899, appointed Watchman and Flagman January 21, 1921, and placed on the Pension Roll November 1, 1924.

Herbert Earl Simson, Carpenter, Department 12, Mechanical, died January 28, 1940. He was born in West Windson, New York, December 30, 1874, and entered the service as Carpenter March 1, 1923.

Samuel Edwin Weeks, former Motorman, Division 3, died February 7, 1940. He was employed as Motorman, Division 2, October 17, 1921, transferred to Division 3, April 1, 1923, and was closed out of the service May 15, 1939, on account of continued ill health.

Dorothy Clara Franke, Drafting Clerk, Research Department, was killed in an automobile accident

Sunday, February 11, 1940.

She was born in Wisconsin, April 14, 1913, and entered the service of this company as Comptometer Operator in the Auditing Department, January 2, 1930, transferred to the Research Department, February 1, 1930.

Chester "A" Hill, on the Pension Roll, died February 12, 1940. He was born in Leslie, Michigan, January 23, 1872, and entered the service as Motorman, Division 1, September 23, 1904, appointed Switchman, Division 1, June 30, 1910, appointed Flagman, August 23, 1937 and placed on the Pension Roll, November 1, 1937.

George Nathan Redd, on the Pension Roll, died February 13, 1940. He was born in Visalia, Calif., October 11, 1863, and entered the service as Sheet Metal Worker in the Mechanical Department, February 9, 1903, placed on the Pension Roll, March 1, 1930.

The wife of Floyd Hawley, Conductor, Division 1, died February 10, 1940.

Charles John Adolfson, Flagman in Transportation Department, died November 10, 1939. He was born in Sweden, March 26, 1868, and entered the service as Switchman Division 1, August 1906, transferred to Motorman Division 1, January 19, 1920, appointed Switchman May 29, 1920, transferred to Motorman Division 1, October 1, 1921, appointed Switchman November 13, 1923, appointed Flagman November 4, 1937.

William T. Miller, Flagman Transportation Department, died November 28, 1939. He was born in Louisville, Ky., December 6, 1886 and was employed as Motorman, Division 5, October 28, 1915, appointed Flagman, April 21, 1938. Mr. Miller is survived by his widow, Ina K. Miller.



## APPRECIATION

Acknowledgements of appreciation for thoughtful expressions of sympathy extended them during their recent bereavements have been received by the company from Mrs. T. Forrester; Mrs. Velma I. Briggs and family; Mrs. George Reed and family; Lillie L. Weeks and children; and Mrs. Chester Hill.

## PENSION ROLL

Albert James Hayward, Carpenter, Division 5, Mechanical Department, was placed on the Pension Roll, effective January 31, 1940. Mr. Hayward entered the service as Car Repairer December 1, 1912, changed to Carpenter, Division 5, February 1, 1932. His present address is 1616 Alta Vista Dr., Bakersfield, Calif.

August Benson, Flagman, Transportation Department, retired January 1, 1940. Mr. Benson entered the service as Motorman, Division 3, September 20, 1907, appointed Watchman, Engineering Department, October 16, 1933, appointed Flagman, Transportation Department, March 1, 1936. His present address is 144 S. Sultana Ave., Temple City, Calif.



### BEST WISHES TO:

#### BELLS

Coach Operator (16th Street) C. A. Manning married to Miss Helen Bogus on January 5.

Motorman H. E. Lawrence (Division 4) married to Miss Mabel Marie Marler on January 13.

Conductor H. H. Foster (Division 4) married to Miss Irene Gill on January 26.

Conductor L. C. Mullen (Division

4) married to Miss Irene Noble on January 28.

Conductor E. A. Duncan (Division 4) married to Miss Alice Ruth Barkley on January 28.

Conductor G. W. Segelke (Division 4) married to Miss Florence Marie Bayfield on February 2.

Conductor E. L. Karl (Division 4) married to Miss Audrey Mae Johnson on February 3.

Coach Operator (16th Street) Rupert Orr Bennett married to Miss Vivian Blanche Brown February 13.

Assistant Car House Foreman J. J. Inman (Division 4) married to Mrs. Evelyn Payne on January 30.



### CONGRATULATIONS TO:

Paul Anthony, born to Motorman (Division 1) and Mrs. S. B. Prancevich on January 15.

Janice Lee, born to Conductor (Division 5) and Mrs. J. L. Kauer on January 22.

E. Arthur John, Jr., born to Conductor (Division 4) and Mrs. E. A. J. Shane on January 24.

Richard Standlee, born to Substation Operator (Power Department) and Mrs. Roger Rees on January 26.

Joann E., born to Conductor (Division 4) and Mrs. J. G. Wells on January 27.

Janet Ann, born to Wilshire Operator and Mrs. Earle J. Sayre on January 31.

Margaret Anne, born to Conductor (Division 5) and Mrs. N. A. Helfrich on February 4.

Norman Arthur, born to Conductor (Division 5) and Mrs. C. H. Wallace on February 5.

Gwendolyn Kae, born to Motor-

man (Division 4) and Mrs. H. T. Woods on February 7.

Barbara Jean, born to Conductor (Division 5) and Mrs. J. C. Lloyd on February 8.

Edith Marie, born to Motorman (Division 5) and Mrs. N. L. Henningsen on February 11th.

John Oscar, born to Coach Operator (16th Street) and Mrs. O. F. Johnson on February 17.

Joe Jr., born to Special Duty Yard Worker (Way and Structures) and Mrs. Joe Miranda on February 18.

## JINNISTAN GROTTO

When Monarch William Hill, presiding at a regular session of Jinnistan Grotto 76 at Masonic Temple on February 28, asked for reports of the auxiliary bodies, he unwittingly opened the way for a startling demonstration.

Ralph Minniear, who serves as Captain and spokesman for the Grotto Patrol, called for the floor and introduced the new officers elected for the Patrol at its annual meeting on February 7. They are A. E. Vejar, President; N. H. Anderson, Vice President; C. J. Knittle, Secretary; and Harry Gearing, Treasurer.

The Grotto Band burst into a lively march, the doors of the rear of the Grotto room swung open and four uniformed Patrol members followed by three color bearers and guards marched to the rostrum.

When the music and applause quieted down, Captain Minniear presented the colors to the Grotto on behalf of the Patrol. The flags, National, State, and Grotto, were new and beautiful with richly ornamented staffs. Monarch Hill received the gift and expressed his sincere appreciation, thanking Captain Minniear in behalf of the Grotto's huge membership for this favor. Captain Minniear was pleased to inform Monarch Hill that new uniforms for his Patrol have also been purchased but, unfortunately, did not arrive in time for the presenting of the flags.



## DIVISION 4 WINS MEMBERSHIP DRIVE

"Black Typhoon" trained by Frank Forum, galloped under the wire first to lead the Los Angeles Railway C. W. Brown Stables in the 1940 Downtown "Y" Membership Enrollment which took as its theme this year a mythical turf classic patterned after the Kentucky Derby.

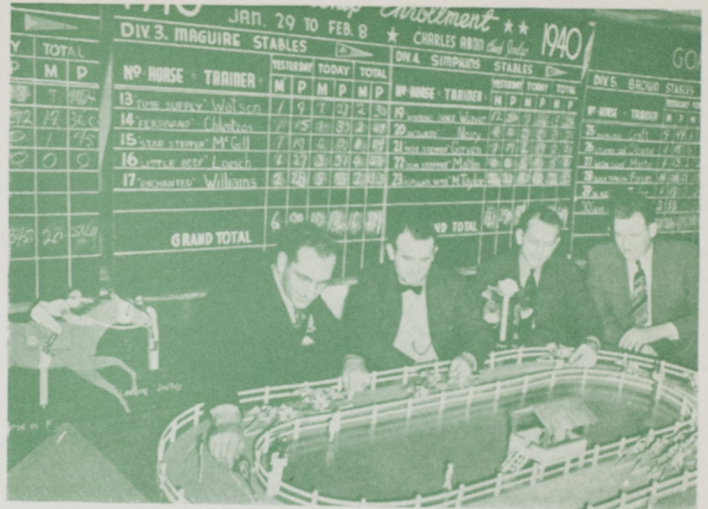
The Railway teams finished in the following order: Division 4—first; Division 1—second; Division 3 and 16th Motor Coach tied for third; Motor Coach—4th; and Division 5—sixth.

At the present time there are 149

*Coming  
round the  
turn in  
the  
Y.M.C.A.  
membership  
derby.*

Los Angeles Railway men who are taking advantage of the Downtown

Y.M.C.A. facilities under a special low group membership rate.



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

	1940	1939	1940 Increase + Decrease— Over 1939
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$1,030,082	\$1,018,367	+ 11,715
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)	940,274	864,409	+ 75,865
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	80,063	76,998	+ 3,065
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	67,798	72,613	— 4,815
Total Expenses	1,088,135	1,014,020	+ 74,115
Leaves Net Profit or Loss	—58,053	+4,347	— 62,400

### LARY REVENUE FOR DECEMBER OPERATING RESULTS DECEMBER, 1939 vs. DECEMBER, 1938

	1939	1938	1939 Increase + Decrease— Over 1938
TOTAL RECEIPTS: (Amount received on cars and coaches for Fares, Car Card Advertising, Etc.)	\$1,148,964	\$1,078,041	+ \$70,923
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)	974,876	892,642	+ 82,234
TAXES (Amount necessary to pay Federal, State and City governments including Company's share for employes' Old Age Pensions and Unemployment Insurance)	86,512	69,237	+ 17,275
INTEREST CHARGES (Amount necessary to pay for the use of borrowed money as represented by mortgage bonds and equipment trust certificates)	67,859	72,828	— 4,969
Total Expenses	1,129,247	1,034,707	+ 94,540
Leaves Net Profit or Loss	+19,717	+ 43,334	— 23,617



# H O O P S T E R S



## DIVISION 1

Front Row (left to right): Hayes, B. C. Boyer, Rowe, James, Curry.  
 Back Row (left to right): Vejar (Mgr.), Tietgen, C. W. Boyer, Ross, Bybee, Weaver, Whitcomb (Coach).



## VIRGIL COACH

Front Row: Hope, Miller, Tudor (Mgr.), De Hoog.  
 Back Row: Hughes, Wycoff, Reynolds, Smith, Strong.

## VERNON LEADS

### LEAGUE STANDINGS

	W.	L.	Pct.
Vernon Yard	11	0	1.000
Division Three	9	2	.819
16th Street	9	3	.748
L. A. M. C.	8	4	.665
South Park Shops	3	10	.231
Division Four	2	7	.222
Division One	2	9	.182
Division Five	2	9	.182

### January 24th

1st Game—	Half Final
Division 3	11 23
Division 1	6 12
2nd Game—	Half Final
16th Street	20 39
Vernon Yard	12 41
3rd Game—	Half Final
L. A. M. C.	13 29
Shops	7 26

### January 31st

1st Game—Division 4 vs. Division 1	postponed on account of shortage of players on both teams.	
2nd Game—	Half Final	
Division 5	7 19	
Division 3	30 56	
3rd Game—	Half Final	
16th Street	22 42	
L. A. M. C.	15 25	

### February 7th

1st Game—	Half Final
Division 5	13 31
Division 1	10 20
2nd Game—	Half Final
Division 4	14 23
Shops	13 24
3rd Game—	Half Final
Division 3	7 27
Vernon Yard	20 38

### February 14th

1st Game—	Half Final
16th Street	19 28
Shops	11 25
2nd Game—	Half Final
Vernon Yard	33 62
Division 1	11 20
3rd Game—	Half Final
Division 5	9 24
L. A. M. C.	15 28

### February 21st

1st Game—	Half Final
Division 4	16 24
Vernon Yard	38 61
2nd Game—	Half Final
Shops	14 23
Division 5	20 30
3rd Game—	Half Final
16th Street	23 45
Division 3	14 29