

Divisions Establish New Witness Records

It appears each division was out to establish a record in getting over seven witnesses per accident for the month of November. They did, and Wimberly's Division for the third time went over eight. To be exact his Division stood at 8.26. Division Five jumped from the cellar position to second place. Superintendent of Operation Bob Hill wishes to inform the Division Superintendents that the report is most gratifying and that he takes this means of commending the men who have made this record.

"On January 1st, 1923, the average

for the five divisions was 3.75," said Mr. Hill, "and now it stands at 7.48 for November, 1927, — just .02 less than double. That's a record to be proud of."

This is how the Divisions line up for November:

Division	Witnesses per Accident
Division Four	8.26
Division Five	7.68
Division One	7.47
Division Three	7.30
Division Two	7.11

Start In Low And Climb

In starting the new year of the Merit System, resolutions are in order for the trainmen and in this connection, John Collins, Supervisor of Safety has the following to say:

"You are now on a new year—start under control and keep under control to the end.

"Many men start the year about the same as a motorman takes his car down a grade. He is at the highest point, moving down. He should get under control at the start and keep under control to the end.

"The tendency is with some men that when they are about half way down they want to release the brakes a little, become a little lax or, upon nearing the bottom, take off all restraint and let her go.

"The average man is full of enthusiasm and good intentions at the start with a wide scope of vision. He is at the highest point, but as time goes on a sense of security lowers his vision and makes him lax. From want of renewal his enthusiasm lags, releasing the brakes of restraint and he begins to take things for granted—free running without thought. Then things go wrong and records are spoiled as the man nears the end of the grade.

"This year let us reverse the procedure and start at the bottom of the grade. The record is to be written by starting low and by climbing to a higher level. Keep going up to a higher and broader view, so that as we climb we increase our enthusiasm rather than let it decrease.

"If you start with a clear record, climb day by day. Then in one month you have traveled one-twelfth of the way. File that month away as one well written chapter and then start on the next chapter, learning step by step how to write it better than the last.

"In this way you are climbing all the time, exerting effort to go ahead and

up. There is a purpose and each upward step widens the view and increases the interest.

"Be dissatisfied with last year's record—learn to climb and produce a better one this year. Last year's experience should teach you what to avoid this year. We should take credit for both our good work and our poor work, because we are responsible for both. Success depends upon our ability to eliminate mistakes."

Complaints on Decline

Complaints dropped to the count of ten—114 for November as against 124 for October.

Discourtesy, the main classification, stood at 33 for November. October was 39.

Starting Too Soon, Carrying Passengers Past Stop, Dangerous Operation—all showed a decrease, while Fare and Transfer Trouble, and Passing Up Passengers showed a slight increase in the number of complaints. Short Change broke even with October in 7 complaints.

Commendations for November were more plentiful than in October. For November 65 were received and October 55—an increase of 10.

Cars for Christmas

To take care of the additional travel occasioned by the Christmas shoppers, eighty-three cars will be added to the lines during the latter part of this week. These additional cars will operate from about 6:00 A. M. to 6:30 P. M.

The distribution is as follows:

Line No. 2 and 3, 4 cars; B, 4 cars; C, 4 cars; D, 3 cars; E, 8 cars; F, 3 cars; H, 4 cars; J, 5 cars; L, 3 cars; M, 9 cars; N, 3 cars; O, 3 cars; P, 7 cars; R, 5 cars; S, 5 cars; U, 4 cars; W, 9 cars.



The smiling countenance in the mirror is that of Motorman F. A. Russell. He has just been told that Santa Claus will soon be here.

Take A Look At Yourself

"See yourself as others see you."

The Grand Rapids Railway, the Cofin Prize Winner for 1927, has numerous attractive features on its system, among them being the full-length mirror with reminders of neat appearance painted on the glass to attract the attention of trainmen.

This idea appealed very strongly to Superintendent Ferguson of Division Three, and George had it put on the full-length mirror at his Division. All the other Divisions are equipped with these full-length mirrors and the plan has worked so well at Division Three that the other Divisions might well take a leaf out of George's book and play copy-cat.

These little reminders are working very well in Grand Rapids, according to the Electric Railway Journal, and Ferguson believes there is no reason why they should not work in Los Angeles.

The fact that there are Uniform Inspectors stationed at each division is in itself evident that the Company desires trainmen to keep neat and clean appearances at all times. As trainmen are aware, slovenliness of attire, like inattention to duty, results in discipline and is always taken into account in making promotions and giving bonuses under the Merit System.

Bucking The Board And Velvet Collars

In Old Timer's reminiscences of "Old Time Pals", an article which appeared in Two Bells November 21st, accompanied by a reprint of an old photograph taken several years ago at Division One, Motorman Lee Heath was one of the organization. The following interesting letter has been received by R. H. Hilf, of the Claim Department from the former Chief of Police, which is self-explanatory:

Mr. R. H. Hilf,
c/o Los Angeles Railway.

Dear Dick:

I received the marked copy of Two Bells showing a picture taken approximately twenty-five years ago in front of the executive offices of the Los Angeles Railway Company at Seventh Street and Central Avenue.

I thank you for your thoughtfulness in mailing me this copy, as I recognized some of the boys that I have not seen or heard of for years. The days we spent bucking the extra list will never be forgotten. I can see old man Burr as plain as if it were only yesterday,

calling the extra board and growling at some of the men who refused to take out "trippers".

I observe in the picture that I am the only poor one in the group. Do you remember how we hustled to make one of our \$16.00 uniforms last until we could save money enough to buy a new one, and when the collar was old and frayed we took the coats across the street to the tailor shop and had new velvet collars put on, which made the coat serviceable for another few months? I am the only one in the group wearing a coat with a velvet collar.

With warmest personal regards to yourself and the balance of our mutual friends in the Los Angeles Railway Organization, I remain,

Yours sincerely,
R. Lee Heath.

New Special Work

The Engineering Department is at work renewing special work at Washington and Estrella Streets.

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager
W. T. Shelford - - - - - Editor

Home Brew

If the wish crier should come down the street, bell ringing, what would you wish for? "Success," comes the echo from a million throats, "success in love and in business." "Success in all doing and daring."

Unfortunately, success, like personality, isn't put up in boxes, trade-marked and wholesaled out to wish criers who retail it out to you. Success is of individual manufacture. And if we could turn it upside down, perhaps we might read such a label as this on the bottom:

"MADE BY ME!"



BOUQUETS



Left to right: Conductor A. B. Morse, Conductor E. J. Marceau, Conductor R. B. Warner, Conductor A. F. Crosby, Conductor S. O. Osburn, Conductor W. E. Holland, Conductor I. Gasparro.



Left to right: Conductor R. W. Lee, Conductor C. C. Coates, Conductor L. A. Barnes, Motorman A. Brumet, Conductor B. E. Pittenger, Conductor C. P. Lazar, Conductor J. H. Pace.

For Conductors A. B. Morse of Division One and E. J. Marceau of Division Five from Miss M. M. Greene for their kindness to her and their helpfulness to lame people riding their cars.

For Conductor R. B. Warner of Division Five from Miss Mary Burley for his special courtesies shown her and other passengers.

For Conductor A. F. Crosby of Division Two from Mrs. J. E. Norton for his courtesies. "I believe in giving credit where credit is due," writes Mrs. Norton.

For Conductor S. O. Osburn of Division One from Mrs. Ruth G. Bennett who is a visitor from Washington, D. C., for his help in directing her to find certain streets and for his pleasant manner in loading and unloading passengers.

For Conductor W. E. Holland of Division One from Harold F. Gerrard for paying his fare when he found himself without change. "His courtesies to all riders causes me to speak of him," concludes Mr. Gerrard.

For Conductor I. Gasparro of Division Three from Mrs. H. M. Pratt in assisting her on the car and his little acts of kindness to passengers.

For Conductors R. W. Lee of Division Five, C. C. Coates of Division Three, L. A. Barnes of Division Three, Motorman A. Brumet of Division Two, Conductors B. E. Pittenger of Division

Two and C. P. Lazar of Division Three from Dr. Clyde Wilson. Dr. Wilson writes that "all these men are kind and considerate to blind folks of which I am one. Motorman Brumet is also commended by Mrs. Zoe B. Shively for his good humor and helpfulness to passengers when disembarking from his car.

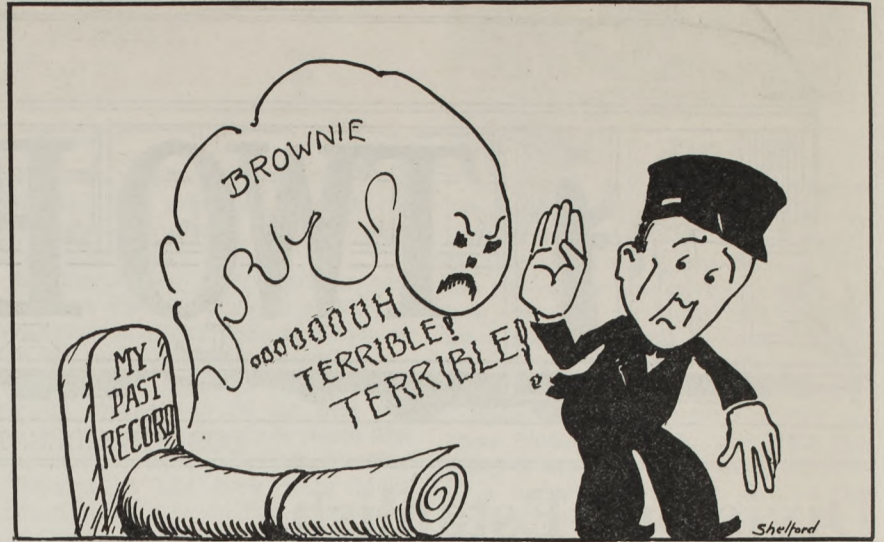
For Conductor J. H. Pace of Division Four from Mrs. Heizr for his courtesies and assistance to two blind men at different points on his line.

So Little

It takes so little to make us sad;
Just a slighting word or a doubting sneer,
Just a scornful smile on some lips held dear;
And our footsteps lag, though the goal seemed near,
And we lose the courage and hope we had—
So little it takes to make us sad.

It takes so little to make us glad;
Just a cheering clasp of a friendly hand,
Just a word from one who can understand;
And we finish the task we long had planned,
And we lose the doubt and the fear we had—
So little it takes to make us glad.

—Selected.



THE TIME IS RIPE TO TURN OVER A NEW LEAF!

Legal Question Box

Q. What is the effect of a contract calling for performance on Sunday or on a holiday? F. K.

A. Whenever an act of a secular nature other than a work of necessity or mercy is appointed by law or contract to be performed upon a particular day, which falls upon a holiday or on Sunday, such act may be performed upon the next ensuing day with the same effect as if it had been performed upon the day appointed.

Q. What authority has an attorney as the agent for his client? H. C. T.

A. An attorney has broad apparent authority and his acts in the conduct of litigation or the completion of other transactions are binding upon his clients.

Q. Will you please explain the difference between property held as joint tenants, partnership, tenants in common, and community property? H. W.

A. A joint interest or joint tenancy is one owned by two or more persons in equal proprietorship by a title created by a single will or transfer when expressly declared in the will or transfer to be joint tenants.

A partnership interest is one owned by several persons in partnership for partnership purposes.

Tenancy in common is an interest owned by several persons not in joint ownership or partnership.

Community property is property acquired by husband and wife, or either, during marriage, when not acquired as the separate property of either.

In a tenancy in common each tenant owns a proportionate share of the property which descends to his heirs or devisees. Under a joint tenancy there are no shares, the tenants each own all, and in case of death the survivor inherits all.

Q. Is it necessary to get a permit to move a house from one lot to another several blocks away? T. J. B.

A. Yes. To move any building or section of building over or along any street or alley in the City of Los Angeles, a permit is required and will be issued by the Engineering Department.

Edith and Eunice, sisters, were informed that twin boys had been added to the family circle.

"Well, that's sure a joke on us," Edith commented joyously. "Eunice and I both prayed for a new baby brother, but we thought we were talking about the same one."

It is said that eating onions prevents lip rouge from coming off.

Lary Laffs

Builder's Foreman: Excuse me, but are you the lady wot's singing?

Lady: Yes, I was singing. Why?

Builder's Foreman: Well, might I ask you not to hang out that top note so long? The men have knocked off twice already, mistakin' it for the dinner whistle.

Irishman: You're a Canadian. You were born in Canada.

Scotchman: No, sir! My mother and father were Scotch, so I'm Scotch.

Irishman: You were born in Canada. So you're a Canadian, even if your parents were Scotch.

Scotchman (heatedly): Well, if a cat had kittens in an oven would you call them biscuits?

The butcher had read considerable about the "Milk From Contented Cows," and wanting to keep up with the times, he placed this sign in his window: "Sausage From Pigs That Died Happy."

"What are you doing at a Klan meeting, Ikey, you can't join."

"I don't want to join; I just want to talk to the fellow vat buys the sheets and pillow cases."

A passenger on a New York and Chicago limited train, looking under his berth in the morning, found one black shoe and one tan. He called the porter's attention to the error.

The porter scratched his head in bewilderment.

"Well, ef dat don't beat all," he said. "Dat's de second time dis mawnin' dat mistake's happened."

"You're a lucky dog, Bings," said the fellow in the next chair. "They tell me you're making three times as much money as you did last year."

"Yeah," Bings replied wearily, "but my women folks found it out."

Bulletins

ISSUED DECEMBER 5, 1927

Street Car

NO. 172—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 332, issued to William Wells, Messenger.

No. 1886, issued to Ralph R. Brown, Service Man, Garage, Sixteenth Street.

No. 1962, issued to A. Ayala, Welder, Mechanical Department.

No. 3106, issued to Mrs. Alida C. Ricketts, wife, E. A. Ricketts, Flagman.

No. 5599, issued to L. O. Patterson, Conductor, Division No. 2.

No. 7286, issued to T. H. Smith, Motorman, Division No. 1.

If presented for transportation, take up, collect fare, and send to this office with report.

NO. 173—NOTICE TO CONDUCTORS

Pass No. 2448, issued to C. Pontius, Repairer, Mechanical Department, reported as lost in Bulletin No. 164, has been recovered.

P. B. Hill

MOTOR COACH—NO. 67

Whenever a passenger, through an error of any kind, deposits a fare in the cash fare box when it should not be done, or deposits too much fare, the Conductor or Operator must make a refund in cash, take the passenger's name and address and turn it in at the Division and a refund will be made to the Operator or Conductor.

Sending passengers to any office to secure a refund must be stopped immediately.

Hawthorne

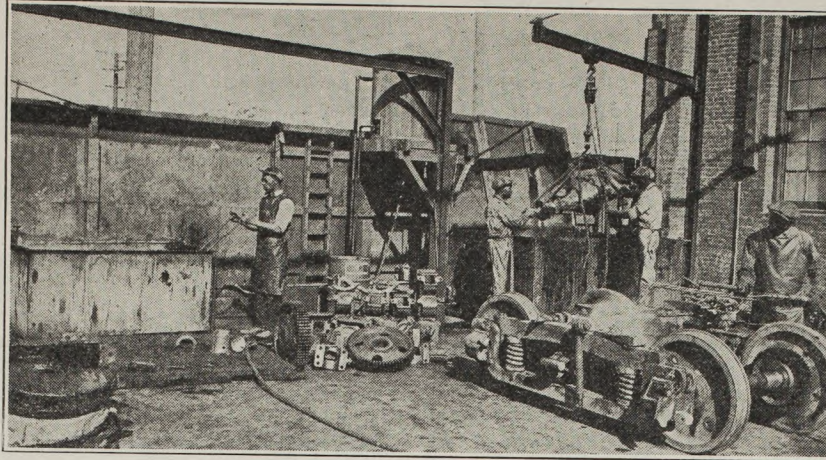


These charming little girls are the children of Motorman A. L. Henderson of Division Four. Jessie on the left is seven years and Ella is six.

Fifth Street Opens

On the morning of December 11th, operation will commence over the new Fifth Street extension. By that time the Engineering Department will have finished its work and the bright new rails will be ready for business. The boys on the "D" Line will no longer have to watch for autoists who try to beat the street cars to the right of way at the Sixth and Loomis curves, but will have a straight away run up Fifth Street over the Grand Avenue hill and up the grade beyond Flower Street to Boylston.

Gooley Gun In Action



Just to show you that they resort to trap-shooting at the Shops, we are giving you a close up of the "Gooley Hunters".

You see, it's like this: The trucks of the cars, together with the trimmings, are run over a trap in the ground between the rails and the hunter on the right side of the picture fires the "gooley gun" and trims off all the grease and dirt that has accumulated around the trucks—presto!

This method, which is considerably faster than the old one of scraping off the grease by hand, has just been put into operation with the completion of the tanks as shown in the picture. The "gooley gun" controls the steam pressure in connection with the hose to the round tank which is mounted on a platform between the other two tanks. A cleaning solution, which comes in a powdered form, is mixed in the tank in proportions to give the best results for the purpose required.

All journal, axle and armature bearings are cleaned before going to the babbitt shop for re-babbitting. At the

left of the picture is a tank 2 1/2'x3'x5' used for small parts which can be handled without the use of the crane.

At the extreme right of the picture is a large tank 3'2" x 5' x 8' which is used for large and heavy parts, such as motor frames, gears and complete rear ends of motor coaches. The picture shows a complete rear end of a motor coach being hauled over the tank by use of the crane.

Nuts, bolts, trolley wheels, washers, journal and axle bearings are placed in a heavy wire mesh basket and lowered into the tank.

All three tanks are heated with steam radiating coils of sufficient size to bring the solution to a boiling point in about thirty minutes, and parts are left in the tanks anywhere from thirty minutes to three hours, according to their condition.

The fellows that make the grease run and run fast are, left to right: Charlie Cromwell of the Shops, Charlie Hodges and N. C. Jones of the Garage, and Arthur Winston of the Shops.

Division Assignments

The following men have been sent to their various divisions during the week ending Wednesday, November 30th:

To Division One: Motormen R. H. Krekler, E. E. Swartz.

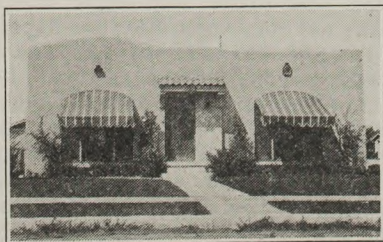
To Division Two: Motormen G. H. Stone, M. M. Moore, Conductor W. A. Wilson.

To Division Three: Motormen W. M. Alward, D. W. McNeil, B. A. Taylor, Conductor T. P. Savage.

To Division Five: Motorman R. V. Hildebrand.

For Sale

Charming Singing Roller Canaries, yellow and variegated, real bargains, \$15 each. B-151.



This good looking double stucco is the home of Motorman A. W. Lawler of Division Five. Motorman Lawler is indeed proud of this comfortable little home and we agree he has a right to be.

"Our Bill" Marries

"Smiling Billy" Saager, our genial Traffic Officer at 7th and Broadway, was caught literally "laughing up his sleeve". It appears "Our Bill" done



went and got married—slipped away unheralded Saturday, November 12, with one Miss Meyers to Santa Ana, where the nuptial knot was tied.

Bill tried to look unconcerned about the whole matter before his brother officers and his friends, it is said, but the secret got out and just to show their affection for him and his bride, they presented the happy couple with a beautiful casserole.

The pair are childhood sweethearts. Miss Meyers is an employe of the Southern California Gas Company. Congratulations, Bill—put it there!

Increased Service

A ten-minute headway became effective Thursday, December 1st, on the Mines Avenue and Whittier Boulevard Motor Coach Line. The former schedule provided for a coach every twelve minutes.

The morning rush period service has also been increased. More coaches have been operated for several days during the evening rush.

Dynamite And Fire

Just to show how far-reaching power trouble can become that will delay thousands of patrons of the street cars, last Wednesday, November 28th, service was halted for over fifty minutes due to some ranchers blasting trees near the Edison Company's Big Creek Plant, approximately 325 miles from Los Angeles.

A tree was blown by an explosion into the high tension lines of the Edison Company; this resulted in the stoppage of power over the Railway's entire system.

A fire in the vicinity of Venice Boulevard and Figueroa Street disrupted service of the Company's lines for about thirty minutes on November 22nd.

The No. 2 and 3 Line was routed via Hill, 11th, Georgia and Venice Boulevard and the "U" Line via 5th, Spring, Main, 10th, Flower and Washington. It was found impossible to operate shuttle service due to automobile congestion.

The fire broke out about 1:25 p. m., and at 1:55 p. m., the fire apparatus had been cleared off the rails, fire bridges were put down over the hose and cars operated regular route.



The above is a very good likeness of the new manager of the home of Motorman L. T. Riley of Division One. Introducing Donald, seven months of age. Looks like he's mighty sociable, anyway.

Square and Compass Guests of DeMolay

The members of the Square and Compass Club were the guests of the Los Angeles Chapter of the Order of DeMolay last Saturday, November 26th, in the Sunset Temple at Pico and Orchard Streets. A good representation of Club members was noticeable.

The degree work performed by the youths of this Order was excellent, and to "Dad" Thompson, Advisor, and Edward A. Taylor, Master Councilor, considerable credit should be given for their work and the work of the supporting members of the team. The evening was very enjoyable.

Club members were also the guests of West Adams Lodge last Wednesday, November 30th, and the Degree Team assisted in conferring the Third Degree of Masonry on Mahlon Johnston, Mechanic of Division Four.



Division Two

E. A. MOXLEY

Prize winner for this week! Motorman A. T. Munn came down about four a. m. on Thanksgiving morning, gave car board the once over, sneaked a pair of discs, and ambled down to the east end. Right away he found the Switchman had pulled a boner, as his car was buried about sixteen deep. Not liking a Switchman much anyhow, he hunted one up and asked "how come?" Switchman walked all around the fat boy, and after a good look at all the corners told him to go back to bed, as Sunday schedule was in effect and he had no Sunday time.

An old timer Conductor hopes that the next time the power goes flooy the J. Muir School will be located behind instead of just ahead of his car.

Thanksgiving aftermath: G. L. Rosen, B. O. canned corn; F. V. Dennee too much cake, but blames the cabbage; T. C. Chase met a friend and Dan Cellers claims his rolling stock woke up with a flat tire. Ho! Hum!

Conductor J. W. Duncan's wife has been very sick, but is now out of the hospital and on the road to recovery.

Motorman Al. Brumet is sticking close to home with a very bad cold.



Shops

JACK BAILEY

Nick Costa, Carpenter Department Janitor was away a few days to celebrate the marriage of his daughter, Miss Angelina Costa, the lucky man being Mr. Tony Bongiorno. The ceremony took place at the Sacred Heart Church last Sunday, November 27th. Congratulations, and thanks for the cigars.

Watchman Ben Jenkins took a few days off last week. This was for an inspiration trip to San Diego. The question is: Did Ben go to Tia Juana while he was there?

The early birds at the Shop gate found it lard standing in the cold one morning last week when our painter friend, Harry Edmonson, pulled in at seven o'clock sharp. We missed Harry's fire that morning because it sure was cold.

Lee Thomas of the Truck Shop is laid up with a badly sprained back. We hope to see him back soon.

Roy Baxter, Truckman, was late again last Monday morning. His excuse this time was, "No gas." The boys think it was a dollar sale on scooters in some store window that he stopped to scan.

Speaking of being late, Joe Schnell of the Winding Room wins. The boys thinking he was in need of a clock, bought him a Big Ben. The next morning he came in as per usual and told the boys what a lucky trade he made. The Big Ben for two wool blankets.

Truck Shop material man "Julian" got quite a bit of sport out of selling some of the fellows mixed Christmas nuts. He would, and did you bite, too?

Charlie Smith, Truckman, was seriously injured last Wednesday morning in an auto wreck. We hope for his recovery.



Division One

H. N. COLE

"I'll say it pays to be courteous," chirped Conductor J. H. Martin, of the "R" Line one day last week. It was the day before Thanksgiving and a passenger, an elderly lady whom Martin had frequently assisted on and off the car, slipped something in his pocket as she was leaving the car and wished him and his wife a very happy Thanksgiving. Martin slipped his hand into his pocket expecting to bring forth a piece of candy or something of the kind, but when he drew out a perfectly good five dollar bill he could scarcely believe his own eyes. "You bet it pays," said Martin again, "and in more ways than one."

Everybody seems to be perfectly satisfied with the recent line choice on the "R" Line. Motorman W. D. Pringle took a day run for the first time since the war, and left his life-long Conductor G. Frith out in the darkness, sad and lonesome.

Motorman E. S. Day has taken a run on the "N" Line, and his side-kick H. I. Frey has a night run on the "R" Line, thus breaking up the unlucky combination of Frey-Day.

Motorman E. R. Hastings is spending thirty days visiting relatives in Floris, Iowa.

Conductor J. G. Williams is taking a couple weeks off to rest up preparatory to the holiday rush.

Conductor R. S. Davis who has been on the sick list for the past two weeks is reported as improving.

Conductor D. L. Weiland is also confined to his home on account of sickness. He has been off for several weeks and we hope to see him back on the job soon.

Motorman I. J. Madsen is on the sick list and has been for about two weeks.

The old Bonus year is a thing of the past (except the shouting on the 15th) and now beginning the new, let us all make a supreme effort to do just a little better than ever. Let's keep that big white sheet on the wall as white as possible.

Among those who came back from the Instruction Department this week with a 100 per cent smile were Conductors Martin Sasalow and T. L. Morrissey.



Division Five

FRED MASON

Well boys, here's the month of December at last. Just the month you've been waiting for all year. Three pay days, Santa Claus and everything.

Conductor L. C. James arrived back from his auto trip to Portland, Oregon, last Wednesday, and, outside of a forced stop at Medford, Oregon, on account of a breakdown, he says he had a very good time.

Motorman John Williams flivvers to and from work every day and on the way home takes, as a passenger (should be freight) Motorman Henry Mast. Henry's heart is as big as his frame and he was asking what would be a suitable present to buy John for Christmas and somebody wise-cracked "A set of new springs for the flivver."



Division Four

C. J. KNITTLE

Superintendent Wimberly was very busy when the Scribe dropped in for the news last Wednesday. Several papers littered his desk. He seemed to be working on all of them at the same time. Accident prevention is a valuable asset. The Scribe went over in the corner, sat down and asked if there was any news.

Unfortunately there was little news. "Wim's" mind was on the new bonus year. He spoke of the consistent winners of special awards and of the consistent losers, the consistently careful and the now-and-then careless, the rule book man and the occasional violator. "But tomorrow, Dec. 1, each man starts out again with a record of 100 per cent," said Wim. "I want to see every man maintain it, increase it, steer clear of demerits and when the time comes, walk off with the big money that has been put aside for him. Good luck to them all."

It is a pleasure to report that A. J. Bowen, our Uniform Inspector, is making a fast recovery and can now sit up.

We are also pleased to state that Conductor A. A. Goldsmith is convalescing rapidly in the California Hospital where he was operated on Friday, Nov. 25.

Then comes the bitter, and we are sorry indeed to learn that our good friend, Motorman A. G. Randolph had to leave for Needles last Monday on account of lung trouble.

Conductor A. Berg had a pair of shoes for sale one morning recently. Safety Operator L. R. Smemoe tried them on and said he would take them and bring the money to him in the afternoon. That afternoon he wore the shoes to work but forgot the cash. Berg needed it badly. "How much did you ask for the shoes?" asked Conductor H. L. Farr. "A dollar and a half," replied Berg. Farr asked Smemoe to let him try them on. He did. They fitted just right. Farr laid down the money and beat it. Smemoe went home barefooted.

Mechanical Foreman Joe Melvin and Equipment Inspector Harold Conacher left Wednesday night for Pete Flaherty's ranch in Terwilliger Valley to celebrate the opening of quail season. They will return Saturday night. Watch for results in next issue.



Division Three

L. VOLNER

We had our Jewett (Motorman C. E.).

We have our Ford (Conductor A. H.).

Now, Motorman-Line Instructor G. V. Hopkins, will soon add a Chalmers to our garage. He is now breaking in one Chalmers (L. P.).

He is keeping it rather quiet but at last it leaked out—Motorman W. W. Taylor was married several days ago. We could not get full particulars of the event, but we wish him a long and happy married life.

Conductor M. J. Dauk has resigned to work for the Brooks Art Stone Co.

A warm welcome you will find in the trainmen's room each morning, for the heat has been turned on in the new heaters and they are working fine.

We are now starting on a New Year, each one's record 100 per cent. Let's keep it above those figures and share in whatever prizes may be offered this year.

Conductor L. E. Dauwalder has been called east on account of the death of a relative. He will remain away until after the holidays.

On account of the extra heavy travel during the next few weeks, your special attention is called to the boarding and alighting accidents. As the travel gets heavier this kind of accidents is beginning to increase, while, by a little closer observation they might be avoided.



Motor Coach Division

ELMER WOOD

Are you interested in playing basket ball? If so see Operator W. F. Foster as he is trying to promote a team. We know there is some good material among the boys of this division, so show us you're alive and give us your support by signing up and coming out for practice twice a week. Let's put this over fellows, what do you say?

Operator W. H. Coker and Conductor V. G. Smith forgot that the Friday after Thanksgiving was a school holiday and made relief on their usual run at the usual time at Fifth and Hill. But they were informed later that their run pulled out of the Garage that day and the crew they relieved were extra men that were assigned to their run when they missed out. So the boys were requested to serve a sentence on the rock pile.

Did you see the shiner Operator J. Lerner had on exhibit last week? John says the Lincoln Park Coach Line is in a tough neighborhood.

We wonder what Conductor J. R. Rogers intended to do with the train run No. 13 he was taking home with him last week. Perhaps he wanted to see if it would fit on the front of his motorcycle as a lucky number or license plate.

Famous last words: "Can I get off next week?"

Garage News

J. H. Covington is a new man on the Third Shift.

The boys of the Garage are glad to see H. J. Hinze back on the job again and Hugo says he is glad to be back.