

“Our Paymaster And Old Paywagon”



“Hooray” shouts the Old Timer, “what do you know about that. It is none other than our old friend George W. Lane with his pay car, three satisfied customers and everythin’.

“Them was the happy days and the height of exaltation was a graveyard swing with a four-hour split, seven days a week and regular to the old pay wagon where George Lane knew every man and as his name was called the ten dollar roll and its accompanying change was then forthcoming.

“Remember the times when you fought to be first in line and then the other times when you were several minutes late and George Lane would stick around patiently and let you ‘get yours’ thereby saving you a trip to Sixth and Main. Conditions are changed nowadays, but the old timers will always have a warm spot in their hearts for George Lane, the Paymaster.”

The picture was taken about 1903 shortly after the discontinuance of the horse and buggy used for this work, and George Lane recalls the time when he started to work in September, 1903. Says he did not know anyone in the city. He was put to work in the office where he remained for about three months. The Company realized that George had a square face so they put him in charge of the pay car, and he has faithfully held down the position of Paymaster ever since that time.

When he first went to work on the pay car the men were paid weekly, then this was changed to every two weeks, and “them wuz the days” when paper money was unknown. Five Dollars would be paid in dimes, Ten Dollars in halves to motormen, and conductors were paid in quarters and nickels. Five Dollar gold pieces were the common thing in those days.

To make things safe for democracy the checking system was adopted on

June 1st, 1920, and right up to the present time we have the distinct privilege of seeing the smiling countenance of George Lane when he pays us regular visits with the checks and the slogan “what’s your name?”

No Meeting In December

On account of the holiday season placing additional duties on members of the Square and Compass Club, it has been decided not to hold a meeting in December.

Plans are being made for a large meeting in January, when election of officers will be held for the ensuing year.

New Wilshire Schedule

New schedules on the Wilshire Boulevard Motor Coach Line became effective December 8th, providing increased service in the A. M. peak, and in both directions from 2:00 P. M. up to and including the evening peak.

Instruction News

Copy to the right of him, copy to the left of him, copy in front of him, volleys of cuss words—uh uh, not the Editor—none other than Daniel Healy, Chief Instructor and Lion Tamer, attempting to compile the new Rule Book. Dan modestly admits that this book, when completed, will absolutely guarantee against the possibility of misinterpretation. In other words, it’s to be fool-proof.

The Instruction Department is operating under-manned with the absence of Instructor Ed. Yonkin who is laid up with lumbago and Instructor Wm. Snell, who is home with rheumatism, making it awkward for Dan to do his Christmas shopping early.

Can You Beat It?

“What news this week?” replied Superintendent Wimberly to the Editor, a big grin spreading from ear to ear—“Why, didn’t you hear that December 2nd was the record smashing day of the year for this Division?”

“Yes sir, no miss-outs were recorded, no sick reports, no relays, no change-offs, no red accidents and, as a grand finale—the witness average for the day was ten.”

Yeah, we’ll have to admit they’re good.

Put Christmas In Your Work

“This is the time of the year,” says John Collins, Supervisor of Safety “when people are milling around with their minds occupied with thoughts other than what they are doing.

“In Number One Zone be on guard for the jaywalker—for the people who cross in the middle of the block and for the people who start on the first signal bell. Keep your car under control when pulling into a safety zone if people are there. Take no chances with people who are near the tracks.

“Be very careful not to pull your car across a track intersection in the face of an approaching vehicle—make sure that the other man is able to stop.

“Recognize the days when rails are slippery and don’t fail to use the sand as instructed. Run slow in approaching dangerous places, and play the road space.”

In commenting on the increased travel during the Christmas rush, Collins says: “Do not allow anyone to excite you, or become keyed up on account of existing traffic conditions. The fact that you are late and have a heavy load should not excite you—just take advantage of the open spaces and do the best you can.

“This is the time of the year that taxes the skill and patience of us all, especially that of the trainmen. The only trainmen who can go through this period successfully are those who take into consideration the conditions of the streets and meet them intelligently.”

To the new men, Collins says: “Keep cool and use the highest degree of care—take nothing for granted—take no chances and guard yourselves against the tendency to speed—don’t let it get the best of your judgment. This may be your first holiday season on the street cars, and if so, it is good time to learn to get in harmony with it. Do not spoil it for yourself or others.

Annual Frolic Date Changed

Folks, here is something we want you to take particular notice of and be sure to remember:

The open house party for employees and their families has been postponed from Saturday, December 17th, to WEDNESDAY, DECEMBER 28th, 1927. This advice comes from C. V. Means, General Chairman of the Entertainment Committee, who assures all that, while it is regretted the original date had to be changed, the program will not in any way be affected.

Santa Claus has changed his plans and will be there on the 28th for the kiddies, and the whole afternoon will be for them to frolic. There will be a special show at 2 P. M.

The party starts at ten o’clock in the morning and continues until eleven o’clock in the evening. Coffee and sandwiches will be served during the day, from 10 A. M. to 10 P. M.

There’s going to be lots of fun and entertainment. A good vaudeville show and dancing will be held in the evening.

Employees will be admitted, as usual, on their passes or identification cards. The identification cards may be obtained through the Heads of Departments or through the Foremen for members of families who wish to attend; these cards are to be used only in case the employe can not accompany his family.

Bring the wife and kiddies, your best girl, or if you’re alone—come anyway. Of course, you’ll enjoy the program.

Track Work on “J” Line

Commencing next Wednesday, the Engineering Department will start work lowering the tracks on Pacific Boulevard in Huntington Park, from Slauson to Florence, to conform with the new street level. New 116-pound girder rail will be used for this work.

The poles between the rails will be removed and span wires will be attached to the new ornamental posts at the curbsings, making an exceedingly attractive bit of construction work.

Moves to New Quarters

To provide more room for pacing up and down while dictating letters and incidentally to accommodate his many patrons, W. H. Stevens, Statistician, has moved to larger quarters in a suite of rooms on the second floor of the building. The main entrance is through Room 200.

~ 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



BOUQUETS



Left to right: Conductor E. A. Radford, Conductor E. F. Bourland, Conductor E. S. Lee, Conductor H. B. Webb, Conductor T. J. Kelley, Conductor H. T. Gollar, Conductor C. Tucker.



Personal appearance of trainmen is a matter that the Management of the Company has emphasized time and time again, urging men to take personal pride in their appearance as neatness benefits not only them but the Company they represent in selling that intangible asset—service.

We quote a letter just received:

Manager of Transportation,
Los Angeles Railway.

Dear Sir:

The following criticism is intended solely to be constructive and has no personal meaning whatsoever.

Why is it there seems to be such an apparent lack of pride in their personal appearance on the part of your conductors? Many of them are very untidy and some border very close to dirty.

Within two days last week, I had occasion to ride on nine different cars of the Los Angeles Railway. Of the nine conductors whom I observed very carefully, two were very conspicuous by their very untidy, dirty appearance; three were untidy and slipshod and four showed every evidence of personal pride. These four I am mentioning by number—they are all strangers to me and their names unknown—No. 2450—clothing and collar clean and pressed, shoes shined. No. 1848—clothing and personal appearance trim and neat, what dust on his uniform accounted for by the fact that he was on "J" Line, which just now is extremely dirty and dusty due to street work in Huntington Park. No. 1366—clothing clean and pressed, shoes shined, collar and hands clean. No. 290—Very neat as to clothing and appearance.

If I notice these things, is it not a fact that the balance of the street car travelling public must do the same? I realize that there are many men on the cars who do not come under this adverse classification, but it is to be regretted that a greater pride can not be instilled into those who do not now have it. It would seem that an occasional talk on neatness and personal appearance at your Employees' Meetings might have the desired effect.

I wonder if you think I criticize unduly in this respect?

Sincerely,
(Mrs.) M. W. McKeague.

For Conductors E. A. Radford, E. F. Bourland, E. S. Lee and H. B. Webb all of Division One from Mrs. W. W. McKeague. Mrs. McKeague's letter is published herewith, and commends these men for their near appearance.

For Conductor T. J. Kelley of Division Two from Miss Helene M. Lee of the Board of Public Works for his utmost courtesy and patience in answering questions and assistance to

passengers burdened with shopping packages.

For Conductor H. T. Gollar of Division Two from Mrs. M. M. Stambaugh for paying her fare when she had forgotten her purse. "He not only paid my fare but gave me minute instructions how to get to my destination in Huntington Park. This consideration to an old lady and a stranger in your city is very much appreciated" writes Mrs. Stambaugh.

For Conductor C. Tucker of Division One from Mrs. J. H. Marshall for his courtesy in assisting her with her heavy bag when she was getting off the car.

I Am A Street Car Man

George E. Ferguson

WHETHER I
sit on the front end of a street car and wind the controller, or on the back end and handle the cash—

WHETHER I
sit in the boss's office and issue orders, or out on a night run and receive them—

WHETHER I
sit at a drawing board and plot curves and angles, or work on the track under the summer sun and in the winter's storms—

WHETHER I
am a general manager or a "car-knocker"; a superintendent or a "barn rat"—

It makes no difference—
I am a street car man

And being a street car man, I am an integral and essential part of the great machine that is Transportation. Because of me and my fellow street car men, the people of this great community travel swiftly and safely.

I am proud to say it again—
I am a street car man.

Let's

If we noticed little pleasures
As we notice little pains;
If we quite forgot our losses
And remembered all our gains;
If we looked for people's virtues,
And their faults refused to see;
What a comfortable, happy,
Cheerful place this world would be!
—Anon.

"Now, tell me, what is the opposite of misery?"
"Happiness!" said the class in unison.

"And sadness?" she asked.
"Gladness."
"And the opposite of woe?"
"Giddap!" shouted the enthusiastic class.

I love to watch the rooster crow,
He's like so many men I know,
Who brag and bluster, rant and shout,
And beat their manly chests without
The first damn thing to brag about.

Happy?

IT GROWS on one. The harder it is practiced, the tighter it clings. The popular songs feature it as frequently as they do "Mel-low Moons," "Sunrise and You," or even "Lonesome and Blue." Once in a while an artist creates from a few puddles of paint on a palette, a masterpiece, and calls it "Happiness."

It's what happens in the last chapter of most novels.

Friends wish it to us at Christmas, New Years; on birthdays and marriage days, and other strategic instances.

Occasionally we meet an individual whom we single out to an earth all by himself as having found IT. He (or she) smiles much with a curious trueness. Notice the perpetual upturn to mouth corners, and the willing hand. Gloom, getting a cold reception, has moved hastily off the doorstep before the sound of his own imperious knock has died away.

The thing is Happiness—what we work for throughout life, and die still hoping to meet on the other side.

Call it a grafting process, the business of being happy. The sweet qualities of the tender twig felicity have ransomed the more heavy and clumsy nature of the stock from its own maledictions.

In the holiday season, especially does this bit of spiritual surgery seem to work best.



LARY LAFFS



Rastus: "Huh! Clean forgot dat fun-al—bet dey had a big one."

Wash: "Yo' said it, boy—bigges' fun-al ever was roun' heah. All dem lodges an' societies what Mose belong to was out in dey full regalium, an' day had fo' choruses to sing de hymns an' dey had t'ee preachers to preach the summon. Den dey had a long parade all de way to de graveyahd, an' mo' flawehs dan yo' eveh seen piled aroun' de grave. Dey put dat coffin on dem sticks 'crosst de grave—an' den dat Mose Grindle done de blamedest thing you eveh seen at a fun-al. Yes, suh!"

"What did he do?"

"He des kicked de lid off dat coffin an' set right straight up an' looked aroun' at all the crowd!"

"My lawd! Did they bury him?"

"Gawd knows—I don't."

Some men may smile in the face of death

While others only frown;
But the man worth while
Is the man who can smile

When his garter's coming down.

O'Donnell: Stimson claims he has two receiving sets and that he can tune in on a fight program with either one.

O'Connell: That's his little joke. He has a party phone, besides his radio set, you know!

"What kind of a dog is that?"

"He's an air-tight dog."

"Watta ya mean, air-tight?"

"His mother was an Airedale and his father was a Scotch terrier."

How do we know that Hebrews slept four in a bed?

Because Moses slept with his forefathers.

Customer: "What y' got ter eat?"

Waiter: "Mince pie, lemon pie, 'n custard pie!"

Customer: "Gimme some mince pie 'n some lemon pie."

Waiter (with an injured air): "Wot th' hell's the matter with the custard?"

A man seeing the notice, "Iron sinks," in a shop window, went inside and said that he was perfectly aware of the fact that "iron sinks." Alive to the occasion, the shopkeeper retaliated: "Yes, I know, and time flies but wine vaults. Also sulphur springs, jam rolls, grass slopes, music stands, moonlight walks, rubber tires and the organ stops."

"Quite true," agreed the wag. "But you've forgotten one thing."

"What's that?" asked the shopkeeper incautiously.

"Marble busts!" replied the visitor, and bowed himself out the door.

Mr. Clark: "What can I do to avoid falling hair?"

McAlister: "Step to one side."

When it rained cats and dogs a couple of weeks ago, one of the dogs, a little puppy, boarded Conductor Ed Link's car and the boys who saw Ed trying to chase the pup off got quite a kick out of the chase. He first dropped his punch, then his transfers fell all over the car and when a dime dropped out of his changer he gave it up in disgust and said, "H—I, let the son of a gun ride."

Bulletins

ISSUED DECEMBER 12, 1927

Street Car

NO. 174—NOTICE TO CONDUCTORS

From Dec. 19th to Dec. 31st, inclusive, honor for transportation, Identification Certificates—yellow in color—approximately 3x5 inches in size, and bearing photograph of party entitled to use same, between the hours of 7:00 A. M. and 5:30 P. M.

Note sample in ticket case at your division.

NO. 175—NOTICE TO TRAINMEN

Effective Sunday, December 11th, Line "D" will be routed via 5th Street between Olive and Boylston.

TRANSFERS

Walk-over privilege will be permitted between Lines "U" and "D" as follows:

Out-trip Line "U" transfers may be honored on Line "D" westbound at 5th and Figueroa.

Out-trip Line "D" transfers may be honored on Line "U" southbound at 6th and Figueroa.

The present walk-over privilege at Olive Street is discontinued.

GRADES

Motormen operating eastbound after leaving Boylston Avenue must use extreme care when approaching the arbitrary stop at 5th and Fremont, and at Figueroa Street.

NO. 176—NOTICE TO TRAINMEN

Serious complaint is made that crews on Line "E" cars, which are scheduled or ordered to turn back at Arbor Vitae or at Avenue 45, especially the latter, try to prevent through passengers from boarding such short line cars.

This practice must be stopped at once, and all passengers offering themselves must be accepted without hesitation, regardless of the destination of the passenger.

Severe discipline will be administered in case of further complaint.

NO. 177—NOTICE TO CONDUCTORS

The following Firemen's Pass Books are reported lost:

No. 30467, issued to Fireman A. T. Moriarty.

No. 34888, issued to Auto Fireman Palmer J. Zehner.

No. 37136, issued to Capt. Thos. W. Whittley.

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

NO. 178—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 35635 issued to Fireman Eugene F. Davis is reported in improper hands. This man is no longer working for the Los Angeles Fire Department.

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

NO. 179—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 2183, issued to Bruno Gross, Painter, Mechanical Department.

No. 3237, issued to Mrs. Ruby Garrow, daughter of F. B. Dodge, Mot. Div. No. 2.

No. 3726, issued to Mrs. Theresa R. Nutter, wife of H. S. Nutter, Machinist, Mech. Dept.

No. 6064, issued to F. M. Thorington, Motorman Division No. 5.

No. 6880, issued to R. W. Dix, Conductor Division No. 4.

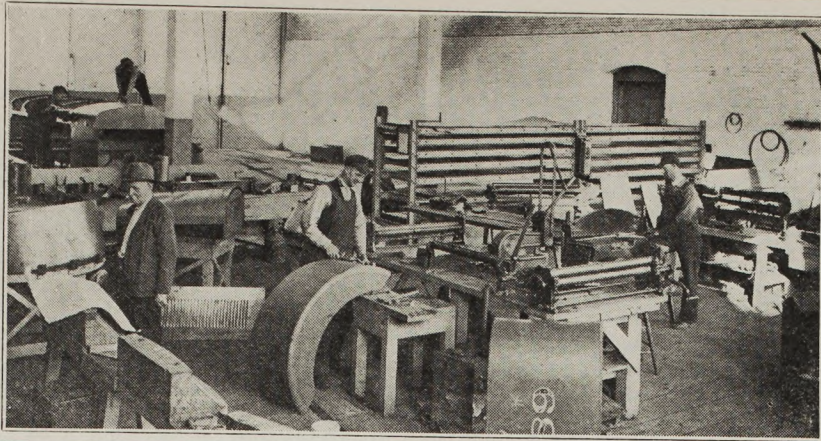
If presented for transportation, take up, collect fare, and send to this office with report.

NO. 180—NOTICE TO CONDUCTORS

Public Schools will close on Friday, Dec. 16th, and will re-open on Tuesday, January 3rd.

Do not honor school tickets between these dates.

R. B. Hill



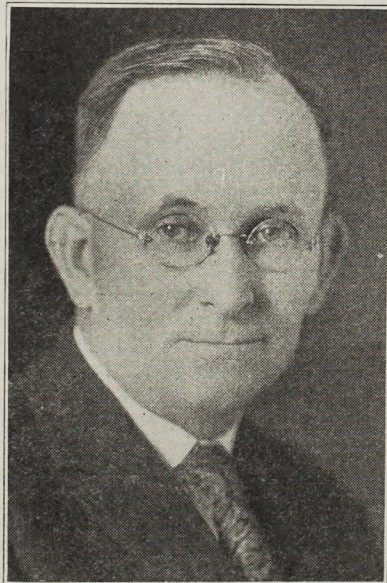
Work on Wash Racks Progresses

With the completion of the westerly half of the Wash Rack Building for Motor Coaches at 16th Street, work is now under way on the second or easterly half of this building. With the steam and water pipe connections installed in the finished section all the motor coaches are being cleaned there until the second section is completed.

Substation Under Way

With the arrival of the steel, construction work has just commenced on the new Inglewood Substation.

C. E. Vassar



Twenty-five years is a long time grabbing nickels, but if your heart is in your work, the years pass along quickly and instead of monotony gettin' the best of a fellow, it becomes a pleasure to arise each day and come in contact with the many friends that you have made in the years that have gone forever.

This week, we take pleasure in introducing Conductor Calvin Edwin Vassar of Division Three. Vassar was born in Clover, Virginia, suh,—where in former years the mint-julep flourished and was enjoyed by all, suh.

In April, 1902, he went to work on Philadelphia, Pa., remaining until October, 1905. He was allowed a few weeks for travel and on November 11th of the same year he began as conductor for the Los Angeles Railway. Judging from his pep and good nature, he has just begun to get seasoned and we can rest assured that he will continue to make friends for himself and the Company he represents.

Legal Question Box

Q. I introduced a friend of mine to the man from whom I buy my groceries and said, "Let Mr. M. have goods to the amount of \$25.00, and I will see that you are paid." The goods were furnished, and so far Mr. M. has not paid for them. If he refuses to pay, can the grocery-man make me pay for them? W. B.

A. Yes, it is an original, not collateral, agreement.

Q. Can the landlord change the terms of a lease in a month to month tenancy?

L. C. H.

A. Yes, by serving the tenant with thirty days' previous written notice.

Q. What would be the legally allowed charges for a lawyer to put through the Probate Court an Estate of approximately \$3500.00 where the husband has died and left no will, and how much would the charges be to have the widow appointed by the court to be administratrix of the estate? J. B.

A. The attorney fees are fixed by the Court if not otherwise provided for and the attorney will attend to the appointing of the administrator or administratrix.

Q. A money lender bought from the borrower wages to the amount of \$200, payable at the rate of \$20 a month, for \$125. Can he be held for usury? C. R.

A. Yes, the value received by the purchaser is in excess of 12 per cent per annum. While the contract has the semblance of a sale, wage assignments are universally held usurious where the value received by the purchaser exceeds the lawful rate of interest.

Q. Can a real estate broker lawfully pay a commission to any person who is not a licensed broker or a licensed salesman? T. W.

A. No.

Q. Can a husband make another person the beneficiary of life insurance, the premiums of which have been paid with community funds? J. K.

A. No.

For Rent

Four-room Furnished Flat, one-half block from "L" Line and short distance from Division Four. \$30 per month. B-152.

For Sale

Four Dodge Spring Covers and Four Hydraulic Shock Absorbers. Cheap. B-153.

The Knights of Armor Plate

Here we give you a peek at one of the busy corners of the Shops, where they make everything in sheet metal from a cab to an Azuride box.

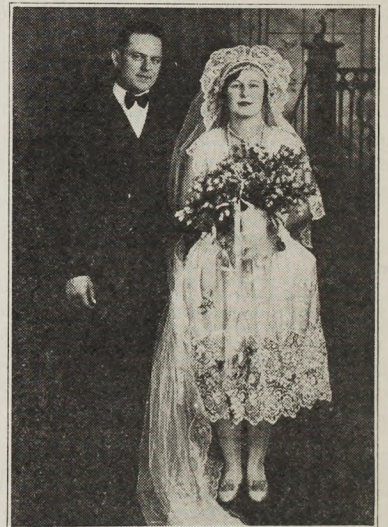
All metal parts required on street cars, trucks, motor coaches and buildings are taken care of by George R. Redd, Foreman of the Sheet Metal Shop. If it's a coach fender, engine hood, steel cab for a truck, panel for a street car, buckets, oil cans—let George do it.

In the photograph are, left to right: George Redd, Foreman; Frank Ross, and Alonzo Lohr. On the cab in the rear are W. C. Stulken and Roy Diaz.

George Redd started to work for the Railway in February, 1903. At that time the Shops were located at Division One. In 1905 he moved to South Park Shops as sheet metal worker and one-man department. With the gradual growth of the electric cars and motor coaches, it now requires three regular men and two extras, at times.

You have to hand it to George, he knows his metal.

Ding Dong



Here's the reason why Conductor Champ Clark of Division Five, laid off on the first and second of December—the first two days in the new fiscal year, and we'll all agree that the reason was an excellent one.

Champ kept everything nice and quiet until after the ceremony, which took place on the first day of the month, and then came around and delivered the knockout punch, viz., that he was married to Miss Josephine Matwick of this city, the ceremony being performed at the home of the bride's mother. Well, Champ, old kid, we wish you all the luck we wish ourselves, and thanks for the cigars.

Division Assignments

The following men have been sent to their various divisions during the week ending Wednesday, December 7th:

To Division Two: Motormen C. C. Murray, H. L. Tawzer, G. C. Culver, R. N. Lament, L. G. Love.

To Division Three: Motormen L. J. Burke, H. C. Jones, E. M. Sannon, L. P. Chalmers, Conductors H. E. Paterson, G. W. Nicely, D. E. Griffith.



Division Two

E. A. MOXLEY

Motorman L. L. Leasman started a short leave on Sunday, to take unto himself a wife. Who the young lady is or where she hails from is unknown, but we'll know all about it when Louie returns on the 16th.

Motorman I. Kudler is back on the job and looking fine. He had been off on sick leave for the past three months.

Motorman A. K. Robinson and Miss Ara Nita Kile were married on November 30th. Congratulations A. K.

Motorman C. Steele announces the arrival of a future Motorman weighing eight pounds. Everyone concerned doing O. K. Thanks for the smokes.

Conductor-Line Instructor F. H. Duncan was appointed Extra Clerk on December 1st, and is very busy breaking in on the different shifts.

Motorman T. O. Moore fell off a ladder while doing some work around home and has been laid up with a sprained back for the past ten days.

There were several men who failed to have their watches inspected during November. This will serve as a reminder to attend to it early this month.

Also let's get an early start on the witnesses. You will notice in last week's Two Bells that we landed in the cellar.

E. E. Smith, R. L. Gearhart, W. V. Holman and F. R. Conkling returned Sunday from a ten-day hunting trip. All report a good time and excellent hunting.

L. E. Etienne has been off several days on account of having his tonsils removed.

Motorman H. R. Elsmore, who has been holding down first place on the extra board since September 22nd, has fallen heir to a night run on the "S" line. Several conductors are now regulars.



Division Three

L. VOLNER

Motorman W. W. Campbell, who resigned last March on account of ill-health, is back with us again.

Motorman J. W. Given has resigned to engage in other work.

Conductor W. S. Rice has gone on a hunting trip with his son-in-law in Phoenix. It is his intention to bring his son-in-law and daughter back with him when he returns.

Conductor K. F. Hale has resigned to go into the garage and repair business for himself.

Motorman O. G. Terrell has resumed duty after spending some time visiting relatives in Kansas City, Mo.

Conductor O. G. Thompson has secured an eight days' leave to work around his home.

Conductor L. G. Barger has sent in his resignation. He is to stay back East with the folks.

125 MOTORMEN HAD CLEAR ACCIDENT RECORDS IN NOVEMBER

We WERE in fourth place, as to number of witnesses last month with an average above seven. Let's get in first place this month with an average over eight.

Conductor E. E. Fort will spend Christmas on his ranch up north.



Division One

H. N. COLE

It is understood from good authority that, no matter what happens to delay Motorman E. M. Worsley, there is one trip that his Conductor, R. W. Brigham, can always count on being on time if there is any possible chance. That unearthly noise-making whistle at Vernon is due to function at the same moment that Worsley is due there, and for some unknown reason he likes to hear it. Perhaps it is because he likes exaggerated saxophone music, and then maybe it reminds him of days gone by in "Merrie England."

Somebody must have been spoofing this man. He came up to Motorman G. D. Riley of the "R" Line, when he stopped at an intersection and asked him: "Does the black 'H' car come on this street? I was told to wait for a black 'H' and I have seen a red 'H' and a green 'H' but no black 'H' yet." "There is no such thing," replied Riley. "Did you ever see a black light?"

Conductor R. M. Bartle must have been overstocked with nickels a few days ago, as he was selling them at half price. He walked up to a conductor who was turning in and asked to be given bills for two rolls of nickels. The conductor handed Bar-

tle two one dollar bills and he walked away perfectly satisfied. Later on the other conductor found he was two bucks over and after figuring for about half an hour he remembered the transaction and corrected the error.

Conductor G. W. Wagner and Conductor F. P. Huppert, the crack pinochle players of Division One, accepted a challenge last Thursday to play the champions of Division Two. At this writing it is too early to announce the result of the contest, but it is predicted that Division One will show Division Two a thing or two.

The regular modified schedule for the holiday rush was put into effect last Thursday. This and the knowledge of three pay days in December helps considerably to lighten the trials and tribulations incident to the Christmas rush.

Conductor E. F. Bourland, who was hit by an automobile November 30th at the Union Central Station, is improving, so the report goes, but isn't able to report for duty yet.

Conductor R. S. Davis is still on the sick list.

Motorman I. J. Madsem is still confined to his home on account of illness.



Shops

JACK BAILEY

November 13th was the eventful date that T. O'Connell, of the Winding Room, has tried so hard to keep from his many suspicious Shop friends. When we say "eventful" we mean it, for on that date Mr. O'Connell was united in marriage to Miss Bridie Costigan, and how, by the way, Miss Costigan is a recent arrival from Ireland. Checking up in short we find that our friend Steve Hickson was best man and Miss Mary Kelly bridesmaid. This story came to us by a lucky break, and a wedding shower was held last Saturday evening December 3rd where many of their friends were present. Dancing followed the luncheon with music by Ted Ormston and his orchestra. No cigars yet, but we wish them luck and happiness.

The cold weather does not seem to have any effect on the thinly-clad cupid who recently shot one of his arrows at Truckman Paul Abbey and a certain young girl. The date is set and we wish them the greatest of happiness. Paul will be absent the later part of the week, we think.

A. Perez, Truckman, is a late vacationist to Phoenix, Arizona. It's not "T. B." either.

We are very pleased to report the return of Carpenter Charles Clegg, who has been ill for several weeks. He is now feeling fine and we hope he is on the way to complete recovery.

Ed Baker, Shop Switchman, went hunting this week end. Nothing doing but the wind.

A trip to Santa Ana in the Packard was the experience of Electrician Ed Brimm and family. The sand storm was a thriller for them. Also Electrician A. G. Schoonover and family were caught in the wind and sand en route to San Bernardino last week.



Division Four

C. J. KNITTLE

The largest gang of Division Four hunters to answer the season's call journeyed to the open country nine miles west of Lancaster last Sunday and proved that the jinx which, proverbially, it attached to the number "thirteen" is just another bit of ancient boloney. Thirteen men made up the party, enjoyed the trip and brought back sixty-five rabbits. They were Motormen J. W. McKeown, G. G. Reeard, F. W. Hart, R. L. Sexton, Conductors D. E. Stewart, G. Granger, J. L. Johnson, Andy Weathers, C. McAttee, G. Mayhew, Foreman B. B. Boyd, Clerk E. E. Roffee and Mike Retter, local barber.

Our deepest sympathy is extended to Conductor W. N. Cline on the loss of his father. Mr. Cline passed away suddenly last Tuesday night.

Mechanical Foreman Joe Melvin and Equipment Inspector Harold Conacher returned from their three days' trip to Terwilliger Valley with sixteen rabbits and fifteen quail. Joe tells us the quail were very hard to find. A few were located the first day but most of them were brought down the last afternoon of their visit.

An eight and one-half pound girl arrived last Tuesday morning to bless the home of Conductor and Mrs. J. B. Bassett. Congratulations, mother and daddy.

Painter John Shultz went quail hunting over the week end. He was fortunate enough to shoot a jack rabbit in one leg and taking advantage of the rabbit's age and wound he soon ran it down. John would much rather play pinochle than hunt.

Just eleven more days of Christmas shopping. Don't forget that Ben Jenkins, F. L. Randolph and B. M. Cinnamon have Christmas candy to sell.



Motor Coach Division

ELMER WOOD

Another Operator takes the air! Can you imagine it? H. C. Pierson thinks an air plane will break his neck as quick as anything else so he purchased a Jenney at Clover Field last week and will spend the rest of his life trying to keep the landing stick level with the wheels when landing.

Operator M. E. Dudley admits he can't hit the broad side of a barn with a shot gun, after a trip to Lancaster for jack rabbits. Dudley says he hit 'em and they stopped but just before he got to them they would jump up and run away. Wonder if they are related to the cats?

When the rangers called for fire fighters last week, who do you suppose represented the Coach Division? You could never guess, so I'll tell you it was none other than Conductor W. A. Ellis. Whether or not he volunteered we don't know but as he lives in Burbank it was likely by request that he worked. However Ellis must have rated some way, as he was given a truck driving job.

Operators G. W. Horne and R. W. Cade are on a ten days' leave of absence, during which they are supposed to be resting up.

Garage News

No! You are wrong J. H. McCornack, Clerk in the Office, was not struck in the face with a lady's purse, nor run down by an automobile, nor did a steamship run over him, although it looks like he fell down ten flights of stairs, or perhaps stopped someone's hand closed up, none of which he will admit. Anyway, the story he tells is never the same twice. It goes something like this: while watching a man inflate a tire the tire blew out and a tire iron lying on or near the tire "took off" and landed in Mac's face. (Now pick out the story you like best).

L. Groos, Service Man on the Third Shift will be found on the Second Shift from now on.

George Riggs, Mechanic on Coach Service Truck No. 53, was on the sick list last week with tonsillitis.

Yes "Scotty" the Coach Clerk, enjoyed the Fire and Policeman's football game immensely even if he did buy the tickets by request.



Division Five

FRED MASON

Who is the conductor who has worked on the "M" Line for years, who recently took a run on Line "E" and hung the tail light on the fare-box hook? Motorman D. C. Allen— you tell 'em.

Merdie Rhodes, our dusky janitor, upon arriving home last Sunday night from a visit to his mother-in-law, found a burglar in his house. Kind-hearted Merdie, after catching him, let him go. The nocturnal visitor sure believes in Santa Claus now.

Motorman P. G. Atwood, who has been on the sick list for some time, dropped in to see us last week. He has gained several pounds and is feeling a whole lot better.

Boys, from cellar to second place in witnesses last month! Now from second to first. Let's go.

Well, see you all next Thursday.