

McRoberts Talks On Accident Prevention

A splendid turnout of men was registered at all the Division meetings. C. M. McRoberts, General Claim Agent of the Company, was the principal speaker. Mr. McRoberts wove his talk around the following chart, discussing the various classes of accidents in rotation:

DURING 1926

	Number of Accidents	Number of Settlements	Amount Paid	Percent of Accidents Settled
Altercations and Ejectments.....	301	4	\$ 478.00	1.3
Alighting from Cars.....	1,007	104	44,638.15	10.3
Boarding Cars.....	1,022	59	12,786.00	5.7
Collision of Cars.....	141	56	20,226.45	39.7
Collision with Autos—				
Car Struck Auto.....	7,294	691	72,412.29	4.8
Auto Struck Car.....	6,908			
Collision with Other Vehicles.....	171	10	1,868.89	5.8
Collision with Pedestrians.....	327	38	6,564.00	11.6
Damage to Clothing.....	171	49	406.00	28.6
Derailment of Cars.....	76	13	997.04	17.1
Employes Injured.....	806	265	12,840.70	32.8
Falling in Cars.....	256	52	6,013.69	20.3
Falling from Cars.....	53	4	375.00	7.5
Split Switch.....	115	7	1,060.55	6.0
Miscellaneous	517	91	6,860.22	17.6
Total.....	19,165	1,443	\$187,526.98	7.5

Mr. McRoberts expressed the hope that the men would not feel that the Claim Department had come to criticize or "razz" them, but rather to give a close-up picture so that the men would understand the problems of the Claim Department and co-operate more fully with it.

Altercations and Ejections

McRoberts very carefully explained that altercations meant fights and quarrels between trainmen and passengers. The important thing in case of ejection, he said, was for the trainman to keep his temper and if a passenger had to be ejected from the car because of refusal to pay his fare, or because he was drunk or disorderly, to do it with as little display of force as possible. He advised the trainmen to leave the controller handle where it belonged and lead the passenger down the aisle and put him off as gently as possible. "The fewer cracks you take," said McRoberts, "the less trouble you will have, the more time you will save, and the less grief and expense you will cause the Company."

We had a case where a man presented a bad transfer and declined to pay his fare. The conductor started to put him off and opened the door. When the passenger was in the doorway, the conductor swung on his jaw and the man went out on his head. This might have saved wear on the conductor, but it cost the Company \$1500 to settle.

The chart shows that out of 301 ejectments, only four had to be settled, at a cost of \$478.00. This is a good record and the speaker commended the trainmen, as it shows the exercise on their part of self-control in dealing with passengers.

Alighting Accidents

There were 1107 alighting accident claims, out of which 104 settlements were made at a cost of \$44,638.15.

Accidents received in alighting are less numerous than boarding accidents, as noted on the chart, but the alighting accidents cost more to settle.

McRoberts stressed the fact that the law obliges the Railway Company to give a passenger reasonable time to get off the car and to provide a safe place for him to alight. He asked conductors to caution passengers who started to get off the car before it stopped, and the motormen to stop the car so that the steps would be over a safe landing place and not over traffic buttons, ditches, switch boxes or anything else that it would be unsafe to step on.

Ball Game

Los Angeles Railway vs. West Adams Merchants, Exposition
Boulevard and Mesa Drive,
Sunday at 2:30 P. M.

When You Buy or Sell

(Continued from March 21st Issue)

In the last issue of Two Bells we touched upon the first and second methods of buying and selling real estate and pointed out a few facts concerning mortgages.

In this issue we will continue with mortgages and at a later date will touch upon trust deeds and the difference between mortgages and trust deeds.

In case of failure on the part of the payor to pay the principle or interest of the obligation evidenced by the note and secured by the mortgage when same shall become due, the payee or mortgagee has the right of declaring the entire amount of the indebtedness as due and payable if according to the terms of the note.

There can be but one action for the recovery of any debt, or the enforcement of any right secured by mortgage upon real or personal property—an action in foreclosure. In such action the court may, by its judgment, direct the sale of the encumbered property (or so much thereof as may be necessary), and the application of the proceeds of the sale to the payment of the costs of the court, the expenses of the sale, and the amount due plaintiff, including, where the mortgage provides for the payment of attorney's fees, such sums for such fees as the court shall find reasonable, not to exceed the amount named in the mortgage.

A note secured by a mortgage cannot be sued upon separately and apart from the instrument of security so long as the security remains intact. However, if the title should fail as to the property supposed to be pledged as security, then a separate action may be maintained on the note where the foreclosure sale did not realize enough to pay the debt in full, deficiency judgment is entered, which upon being docketed becomes a lien upon all real property of the debtor in the county.

After the sale has been made by the sheriff, or other person appointed by the court, the mortgagor then has a year's right of redemption by paying the entire amount with interest at the rate of one (1%) per cent per month.

(Continued in next issue)

Boarding Accidents

These are mainly caused by passengers, especially women, becoming over-balanced when they are about to step up on the car, or when they are on the steps, and the car starts. People very often deliberately try to board after the car starts. In every boarding accident, the claimant will insist that the car was standing still when he started to board and that it started up before he had a chance to get on, whether this is a fact or not. McRoberts asked the co-operation of both conductors and motormen in cutting down this class of accidents by greater vigilance in watching boarding passengers.

Collision of Cars

"We have no defense in these cases," said Mr. McRoberts. "We are liable at the start. The only question is, how little we can settle for." The collision of cars cost the Company over \$100,000 in accident claims in 1916. This class of accidents is very rare now, although when one does occur it is very expensive to the Company.

Collisions With Autos

This includes car striking autos and auto striking car. Mr. McRoberts said: "We all know what a pest the autos are to street car men. Some of these accidents are practically impossible to avoid, but there are others which can be avoided; for instance, where an auto is stalled ahead of a street car and the street car runs into it. Many of the right angle crossing accidents also could be avoided and we are going to ask you to see if we cannot cut them down."

Watch out for cars stalled on the tracks, sometimes from stalled motors and sometimes from inexperienced drivers.

Collisions With Other Vehicles

This includes milk wagons, vegetable wagons, bicycles, motorcycles, etc. This class of accidents cost the Company \$1,868.89 during 1926. A little more care and this item can be cut off the list entirely.

Collision With Pedestrians

"Once a street car strikes a pedestrian," said Mr. McRoberts, "it makes an extremely difficult case to defend."

(Continued on page 2)

TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse

Publicity Manager



Savings represent much more than mere money value. They are a proof that the saver is worth something in himself. Any fool can waste, any fool can muddle; but it takes something of a man to save, and the more he saves the more of a man does it make of him. Waste and extravagance unsettle the mind of every crisis; thrift, which means restraint, steadies it.

—Rudyard Kipling.

BOUQUETS



Left to right: E. L. Jandro, T. D. Hall, G. R. Perdue, F. C. McKibben, R. F. Riddell, J. F. Lilley.

Conductors E. L. Jandro, T. D. Hall, G. R. Perdue, F. C. McKibben, R. F. Riddell and J. F. Lilley, all of Division Three, are given individual praise by Miss Ella M. Kennedy. Badly crippled from birth so that it is necessary to almost lift her on and off the cars as she goes to and from her work daily, she has written to show her appreciation for special courtesies and assistance rendered her by each one of these conductors who has done his "bit" toward easing and brightening the life of one who is not quite so fortunate as himself.

Motorman F. R. Baldwin of Division One was the inspiration for a letter from William C. Keim complimenting him highly for "displaying exceptional qualities of courtesy and cheerfulness during the rush hour under very trying circumstances."

Conductor C. V. Judd of Division Three is specially commended by Mrs. George P. Thresher for his courteous treatment of patrons and his painstaking care in answering their questions.



Left to right: F. Skarda, M. E. Shanahan, F. R. Baldwin, C. V. Judd, B. H. Dean.

Conductor F. Skarda of Division Five is commended by Ellen Dickison for courteously asking a man to give his seat to a woman who was carrying a small child.

Motorman M. E. Shanahan of Division Five is the recipient of a warmly appreciative letter from Joseph Ralph for various courtesies to passengers which were "always rendered with a smile."

Motorman B. H. Dean of Division Three is given recognition by M. K. Read for unusual care taken for the safety of a woman passenger who alighted from the car after dark near a newly constructed cement platform on Eagle Rock boulevard.

Don't forget: If we are going to give Los Angeles a street car service that this city can be proud of we must be always alert and ready to go.

(Continued from page 1)
One of the worst types of this class of accidents is where a pedestrian is struck by the rear overhang when the car is turning the curve. Pedestrians are sometimes blocked by auto and not able to get to a place of safety. If vigilance is used by the crew on curves, accidents of this kind could be entirely avoided. The pedestrian is caught in a sort of pocket and it is almost impossible for him to save himself. Mr. McRoberts begged the trainmen to remember to warn pedestrians on curves.

"Another bad type of this class of accidents," continued McRoberts, "is where the motorman noses his car out a few feet into the pedestrian lane and strikes a pedestrian when the traffic signal is against him. This, too, is a type of accident which can easily be avoided by proper vigilance."

Damage to Clothing

These are usually caused by splinted seats, nail in the seat, or sometimes from grease on the seat. The crew, upon taking a car out can, with very little trouble, give it the once over as they go through the car. This would help cut down this class of claims.

Derailment of Cars

"There is not much to say about these cases," McRoberts continued. "They are sometimes caused by excessive speed, sometime by obstructions, such as mud and sand getting into the groove. This is another type of accidents for which we have no defense."

Employees

The amount represented on this chart as paid out to employes on account of accidents does in no way represent the entire cost of such accidents to the company. Outside the desire of the company to see its employes kept whole so that they can perform their labor and earn a livelihood, the company loses a man's time and the skill that he has attained in his work through his experience.

Falling in Cars

It is pretty hard for the Claim Department to defend accidents of this kind. Passengers sustain falls often through the jerking of the cars because the motorman is compelled to stop suddenly to avoid a collision and then starting up again too suddenly. But such accidents are also often caused by rough handling of cars by the motormen.

Falling From Cars

Accidents of this kind often occur when a car is going around a curve and the back platform is crowded. When approaching the curve the conductor should caution people who are near the steps.

Split Switches

Vigilance of motormen will cut down this class of accidents.

Miscellaneous

Under this head are listed accidents which do not come under the other classifications.

Summary

The amount paid out for accident claims in 1926 was \$187,526.98.

In addition to this amount is the court costs and legal expenses of various kinds incurred in settling

LARY LAFFS

First Diner—"I think we met at this restaurant last month. Your overcoat seems very familiar to me."

Second Diner—"But I didn't have it last month."

First Diner—"No, but I did."

Isaac: "Oi, oi, der vedding invitation says, 'R. S. V. P.' Vot does dot mean?"

Jacob: "Ach! Such ignorance. Dot means to bring 'Real Silver Vedding Presents'."

Corrective Old Gentleman—"My little man, you mustn't say, 'I ain't going.' You must say, 'I am not going.' 'He is not going.' 'We are not going.' 'They are not going.'"

Little Johnny—"Ain't nobody goin'?"

An Irishman applied for a job at a power plant.

"What can you do?" asked the chief.

"Almost anything, sor," said the Irishman.

"Well," said the chief, a bit of a joker, "you seem to be all right, could you wheel out a barrow of smoke?"

"Shure, fill it up for me."

Did you hear that one about the Scotchman who sent out Christmas cards wishing his friends the season's greetings for 1926-27-28?

claims, and the time of the Claim Department. These items add approximately \$125,000, which makes a grand total of \$312,526.98, the cost to the company for accidents in 1926.

Mr. McRoberts said that the company is not unmindful of the fact that its trainmen are handling over a million people a day and that the percentage of passengers injured is extremely low. The object of the Claim Department in giving these talks, Mr. McRoberts said, is to get co-operation between the men and those handling accident claims and cut the accident expenses to bedrock.

At Division Two, Mr. McRoberts was unable to attend the afternoon meeting and Mr. Neely of the Claim Department gave the principal talk. Mr. Mellette, also of the Claim Department, brought out a very important point. His work is calling on claimants and witnesses. He said that he wished he could bring home to trainmen the fact of the tremendous difference in the attitude taken by witnesses where the motormen and conductors showed sympathy and consideration for passengers who were injured. He said that many witnesses in cases of accidents were anxious to help out the trainmen, especially where there was a doubt as to the responsibility of the crew, but if a trainman was rough and inconsiderate, witnesses were prejudiced. He suggested that if a trainman would tell a witness that he needed his help when he asked him to sign a witness card that the getting of witnesses would often be much easier.

R. B. Hill, Superintendent of Operation, made a few remarks at the close of each meeting.

Bulletins

ISSUED MARCH 28, 1927

STREET CAR

NO. 46—NOTICE TO CONDUCTORS

The Central Manufacturing District and the Los Angeles Stock Yards are located east of Downey Road and between Fruitland Avenue on the south and Holabird Avenue on the north, and are best reached via Los Angeles Railway cars by transferring to the Leonis Avenue Branch of line "V." You will please direct passengers accordingly when inquiry is made for this district.

NO. 47—NOTICE TO CONDUCTORS

The following passes are reported lost: 1648, issued to Ralph Wright, second class wireman, Electrical Construction; 5476, issued to A. L. Morris, conductor, Division No. 3; 5494, issued to C. E. Murphy, conductor, Division No. 2.

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

NO 48—NOTICE TO CONDUCTORS

Los Angeles Railway Pass No. 6340, issued in favor of George Evans, was reported lost when this man left the Bus Division.

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

P. B. Hill

BUS

No. 20

Los Angeles Railway Pass No. 6340, issued in favor of George Evans, was not turned in when he left the Bus Division service, he stating he had lost it. If this pass is presented for transportation, take up, collect full fare and turn the pass in to Division Foreman C. O. Morse.

No. 21

The electric control handle on the gas electric busses, which is located just to the left of the operator, must never be shifted or the position changed while the operator's foot is on the accelerator or when the engine is running faster than the idling speed. This is important and must be given close attention.

No. 22

Attention of Conductors on Wilshire Boulevard Line is hereby directed to paragraphs 1, 2 and 3 on the top of page 10 in the new instructions to Conductors and Operators of Busses for the Year 1927. Evidently this has been overlooked, as some conductors are refusing tickets properly punched, presented at Wilshire and La Brea.

No. 23

Effective April 1st, the Figueroa Street Bus Line will be extended from its present south terminal at Florence avenue to Manchester Avenue. The turn around at the new terminal will be made by operating east on 84th street, south on Grand avenue, east on Manchester avenue, bus laying over on the east side of Figueroa street, directly north of Manchester avenue.

Headway will be approximately the same as at present. No change in the present fare or transfer privilege.

W. Shanken

TUNE IN

Orchestra

March 29—KHJ, 10 to 11 P. M.
March 31—KFQZ, 9 to 11 P. M.
April 1—KNRC, 9 to 10 P. M.

Quartette

March 28—KFQZ, 9 to 11 P. M.
March 30—KMIC, 8:30 to 10 P. M.

Harry Tuttle's Beanery



Harry Tuttle, manager, in foreground; standing next, Harry Cantonwine, cook and baker; Clarence Clark, waiter; E. L. Divelbiss, kitchen help.

The Company's restaurant, under the management of Harry T. Tuttle, has recently acquired a first-class pastry baker, Mr. Harry Cantonwine. Manager Tuttle serves home-made doughnuts and coffee cake at 9 P. M. and says business is picking up. Mr. Cantonwine is a combination baker, fry cook and waiter, and has had con-

siderable experience, receiving many prizes for his pastry.

Manager Tuttle has a very efficient force of assistants, can give you good service, and wants to remind the employees and their families that he serves a very complete Sunday dinner—Chicken, Rabbit or Baked Ham—for the nominal sum of 55c.

Boys, give Harry a visit.

Visitor From St. Paul

Mr. Heck of the Claim Department of the St. Paul, Minn., city railways attended the Division meeting on Monday last. Mr. Heck expressed much surprise that, considering the number of people we haul on our cars compared with those of St. Paul, the Claim Department was able to show such a good percentage of accidents settled.

During his visit he rode our lines frequently and commended our trainmen on the courteous and capable manner in giving information.

New Letter Sign

A new illuminated letter sign for the cars is being tried out. It is believed that it will be an improvement over the old type. White opal bevelled glass makes up the letter instead of perforated holes. It is much neater in appearance and more legible at a distance.

Introducing New Men

The following men were sent to their various divisions during the week ending Wednesday, March 23:

To Division Two, Motormen D. Overton, H. J. Guilfoyle, Conductors J. F. Waller, L. F. Calkins, F. S. Longley. To Division Three, Motormen T. J. Gorman, J. L. Hall, R. J. Cave, M. F. Kelsey, Conductor J. H. Dixon. To Division Four, Motorman C. A. Thompson, Conductors C. H. Horne, F. J. Whelan, W. S. Roberts, J. L. Berry, J. J. Whelan. To Division Five, Motorman M. D. Andrews and Conductor W. E. Elsasser.

For Our Mountain Climbers

Poison Oak Treatment

Recommended as sure cure, non-poisonous, by scientists of repute, in Literary Digest.

Five per cent solution of ferric chloride in equal parts of glycerin and water (distilled water preferred).

Or a strong solution of ferrous sulphate in same mixture of glycerin and water; this is cheaper than the ferric chloride and keeps better.

One part solution to two parts water. Use as a lotion immediately before exposure or as soon after as possible.

Ticket Office Expands

On account of the increase in number of patrons purchasing commutation tickets, Traffic Manager C. V. Means has found it necessary to acquire more space.

This additional space will facilitate greatly the handling of patrons and in eliminating the congestion at the ticket counter. It also provides room for additional help should the necessity arise.

FOR SALE

Wilton Rug—Nine by twelve, \$50. Also upright piano, \$100. B-24.

Baby Carriage—Used only three weeks. \$40 value for \$27.50. B-25.

Victrola—Console, good selection of records, \$50 cash or half down; payments for the balance. B-26.

Star Touring Car—1923, good condition, good tires, \$110, cash or terms. B-27.

Banjo Mandolin—\$65 value for \$35. B-28.

Ford Coupe—1923 model; good tires, extras, runs good, \$100. B-29.

Figueroa Bus Extension

Effective Friday, April 1st, the Figueroa Bus Line will be extended from Florence Avenue to Manchester Avenue. There will be no change in fares or transfer privileges.

This extension brings into contact the Figueroa and Manchester Bus lines, and the schedules of the two lines will be arranged to permit of all the connections possible. All westbound Manchester buses will make direct connection with Figueroa and eastbound Manchester buses, with a short wait, but due to greater frequency on Figueroa Street, all buses cannot connect with Manchester buses.

Military Training Camps

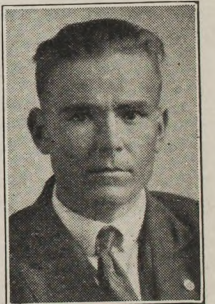
Squarer shoulders, broader chests, straighter backs and that school girl complexion for the masculine gender who might be interested in the Citizens' Military Training Camps for June, July and August. All necessary expenses paid by the United States Government.

Endorsed by President Coolidge for young men between the ages of 17 and 24.

For further information write the Army Information Service, 39 Whitehall Street, New York City.

Crow Gets Medal From Mayor

Congratulations are in order for Conductor J. B. Crow of Division Two, who is the recipient of a medal presented by Mayor Cryer for 100 per cent drill efficiency and attendance in the California National Guard.



Conductor Crow is a World War veteran, who saw service in Uncle Sam's navy on board the U. S. S. Mount Vernon in the North Sea. His ship had several encounters with enemy destroyers and submarines, and Crow was badly injured during one engagement. The U. S. S. Mount Vernon was torpedoed off the French coast in September, 1918.

With all his past experiences, Crow shows that he has the "grit" and we have to hand it to him. More power to you, Crow.

Company Dance

Don't forget Saturday night, March 26th, the Company monthly dance at Forester's Hall, 955 South Olive street.

The Shop talent is rehearsing faithfully in an endeavor to please the hardest critic, and C. V. means is preparing for a good turnout.

DIVISION ONE

H. N. COLE

Well, Spring has come and now is the time for us to get our yearly hair cut and soak our overcoats—in moth balls.

Conductor Frey has returned to work after having been confined to his home for two weeks on account of illness. Frey says he certainly appreciated the Two Bells sent him each week.

Motorman G. D. Buck bid farewell to the extra list last Tuesday, having fallen heir to a night run on the "D" line.

Conductor W. F. Alder, who has been ill for the past two weeks, has returned to work.

Conductor D. R. Greenfield has been off for two weeks on account of illness.

S. Seemayer, who has been on the sick list for three weeks is reported as improving.

Motorman J. E. Fagin is confined to his home on account of illness.

DIVISION FIVE

FRED MASON

Have you ever ben to 'Iia Juana and come back with as much money as you started with? That is, almost as much, say with the exception of \$1.40? This was the accomplishment of Conductor Champ Clark last Sunday. He's a champ high financier and it would be worth your while to get in touch with him if you figure on that trip during your vacation.

Conductor M. A. Watson, on his trip to Vacaville last week, acquired himself a 75-acre ranch in the Sacramento Valley, and from the snaps he brought back with him it looks to be an A-1 spot. From Farmer Watson of Hawthorne, he now becomes Rancher Watson of Vacaville.

Conductor Frank Adams of radio fame is still dickering for more distance. Came in the other day and said he thought he'd got heaven, but it was only St. Paul.

Talking about distance, Motorman "Red" Wicker made Long Beach last Saturday in his old Dodge roadster, and got back in time to make his relief.

Last Tuesday a bunch of regulars on Line "F" missed Conductor Ed Link. He made his first missout since November 13, 1925, making the grade through the nippy winter mornings, and the rainy ones, too, and at the first sign of spring he had to go and do this. Said his clock had spring fever. A wound spring won't get that way, Ed.

Motorman G. B. Gearhart is off for 60 days, all of which he is going to spend on a ranch near Riverside.

Motorman F. M. Thorington starts off today for a 30-day jaunt to Chilicothe, Miss. Bon Fordage.

Conductor Ed McDonald says that the next time he wants to drive down to the beach, he's going via Inglewood and not Culver City, and thereby save \$10.00.

Have your had your watches inspected yet? Four more days.

DIVISION THREE

L. VOLNER

A few evenings ago Night Clerk Dan Hanley had occasion to go out in the yard for a few minutes. The air was literally alive with sea gulls circling over the barn. Dan thinks that perhaps they had missed Mr. Ferguson's kind treatment and were trying to locate him.

Motorman M. F. Kelsey is with us again. He resigned on the 8th instant to work for a plumbing company in Pasadena, but on the 22nd came back to the cars.

Conductor C. E. Dunlop is back to work after a spell in the hospital.

The meetings last Monday were well attended and each one has resolved to reduce the number of accidents this year, and if by chance they should have an accident, to get more witnesses.

Register Clerk Miller was down visiting this week. Everyone hopes to soon see him back to work.

We want pictures of homes of the trainmen for Two Bells. Please let us know at what hours you are at home and arrangements will be made to take the picture of the house and the family.

This is the last week to get your watch inspected for the month of March.

Conductor A. P. Keran has been down visiting around the office, looking as though he was about ready for duty.

Mr. E. R. Dye spent a little time at this division last Wednesday. The men were very glad to see him again.

DIVISION FOUR

C. J. KNITTLE

Two well-known trainmen of this division have forsaken the service to go back to the farm. Motorman O. Radtke resigned last Monday to scratch soil in Texas. Conductor L. E. Swaggerty, on leave in Fayetteville, Ark., has sent in his resignation, stating he has decided to stay on the old homestead and raise hogs for market.

Conductor F. D. Ware has returned from a 30-day stay at Murietta Hot Springs.

Safety Operator C. L. Allen expects to leave shortly for Dublin, Ireland, to claim a vast estate recently left him by an aunt.

Billie Shelford, field reporter for Two Bells, visited this division last Tuesday. Billie expected to pick up some feature articles for the paper. He was disappointed in this respect, but we enjoyed his company and hope he calls again soon.

Conductor E. E. Wilke, who was operated on a few weeks ago, is still in the Roosevelt Hospital and would appreciate a visit by any of his buddies.

Conductor William Jolley now has a new Ford roadster. If the gang that pulls in about 7:18 p. m. will just line up in front of the division, Jolley will gladly take you home.

Motorman F. E. Schwab is on a two weeks leave to take care of some local business.

Is the man still living who originated the Charleston?

Yes! I don't believe they've caught him yet.



Harry Edward Seward, 3½ years, son of Motorman H. F. Seward of Division Three.

SHOPS

JACK BAILEY

The arrival at the hospital of a big baby girl is the proud announcement from Carpenter C. E. Hendricks. Cigars were passed around and the progress of both mother and daughter is good.

D. Sangster, Truck Repairman, just duplicates the above announcement, only one day sooner, Friday, March 18th.

The trouble is that one extravagance always suggests another. The painters will back Marshall Bradley against Hartley Nutter and his Machine Shop supporters. Now your two forecasting departments get together.

Pipe the new duds H. Lock, Switchman, just bought. First in seven years.

Everyone seems to be interested in the "For Sale" list. If you feel prosperous and are able to buy, Mr. J. R. Brittain has a lot in Wilmnigton he will sell to any man for \$350. Don't let the \$750 assessments bother your pulse of industry.

Carpenters H. W. Young and G. Gerold left the service March 19th.

Frank Day, Carpenter, is on a 60-day leave of absence. He will probably hike to Oakland for his annual outing.

W. Jones is back with the Electrical Repair Department after some weeks spent recovering from burns received from a gas stove explosion.

Our deepest sympathy is extended to Mr. J. T. Watts upon the death of his father.

Our sympathy goes out to our right fielder, Sid Ormston, E. R. D. Sid was painfully injured in last Sunday's game. He had just hit out the "pill" for a two-bag stretch, but met with a broken ankle at second base as his spiked shoe caught in the sack.

The Shops enjoyed some technical points in "Big League" music last Wednesday noon at our usual monthly entertainment. Namely, the Company's Hawaiian Quartette turned the East Paint Shop Section into a second Coconut Grove and mastered some music so appealing to our friend Roy Baxter that Gilda Gray would have had to take a back seat. The boys of the Shops wish to thank Manager Joe Finn for arranging to have the Hawaiian Quartette furnish the music.

DIVISION TWO

E. A. MOXLEY

Conductor J. Stanton and wife are the proud parents of an eight-pound boy. Mother and babe doing well. Thanks for the cigars, J. S.

Conductor A. R. Brown's two-year-old baby boy had the sad misfortune of having his little fingers mashed in an electric washing machine.

Clerk B. I. Derry is confined to his home with the flu. Extra Clerk J. A. Wear is batting for Derry.

The boys of Divisoin Two extend their heartfelt sympathy to Motorman R. L. Moore in the loss of his wife, who passed away last Sunday, March 6, 1927.

Conductor H. M. Dawson has resigned to take up another line of endeavor somewhere back in Indiana.

Conductor A. W. Inloes was granted 90 days leave to try his luck as a mail carrier for Uncle Sam.

Motorman C. C. Giannelli was granted 30 days leave to visit his aged father, who is very ill, in Idaho.

We have heard in a round about way that Conductor M. L. Davis took a trip to Santa Ana Sunday, March 6th. We have not as yet learned who the lucky girl is, but wish the bride and groom a happy and prosperous marriage.

BUS DIVISION

ELMER WOOD

Operator Ray Head tells a witty little story about asking a woman if he could look at the number on her transfer so that he might start a new pad on the consecutive number, and she replied, "Yes, if you will let me look at the buffalo on my nickel."

Operator M. W. Cook and his wife wish to thank the boys of the division for the beautiful floral piece and kind words of sympathy extended to them in the recent loss of their son.

Supervisor H. C. Pierson reports Conductor J. R. Rogers was out on Wilshire (around lover's lane) with his lady friend one evening last week. "Who would of thunk it?"

Operators A. W. Warnick and G. E. Durk are back pushing them again, after being on the sick list for over thirty days. Warnick was laid up with the grippe, and Durk had diphtheria and was in quarantine at the General Hospital.

Former Conductor M. Burnam, who joined the United States Army Flying Corps, sends his regards from Honolulu, where he is training, and is getting along fine, so he says.

Operators G. Evans and M. C. Simms have resigned.

Operator D. H. Weaver has returned to work, only he is checking instead of driving for a while until he fully recovers from the paralysis which affected one side of his face. He is feeling better and we hope he will continue on the road to recovery.

GARAGE NEWS

Wm. Decker and Melvin Rosenbaum have the honor of being the first to use the shower baths in the new building, although they did so without permission.

The following mechanics have entered the service in the past month: J. D. Phillips, J. A. Swedburg, L. G. Hargrave, E. S. Dick, J. A. Wooley and J. M. Williamson.