

Regular Flagmen



Left to right, standing: C. H. Walkinshaw, G. R. Patterson, E. K. Latta, C. A. Robinson, P. Fitzgerald. Seated: W. F. Abernathy, A. Lawler, J. G. Allison, A. M. McFadden, E. A. Ricketts.

Here is another section of Supervisor Frank Christy's gang of Regular Flagmen and in this group are men who have seen twenty-five years of service in the Los Angeles Railway.

First of all we have C. H. Walkinshaw. He hails from Marshall, Michigan, and prior to signing up with the Company worked for the old L. A. Traction Company. He started in at Division One back in July, 1903. After good service as trainman he was appointed Regular Flagman in August, 1924.

Next we have G. R. Patterson. Patterson hails from Belfast, Maine. Finding farming a little too slow he came to Los Angeles and started with the Company in November, 1903, at Division Two. He was appointed Regular Flagman in March, 1924.

E. K. Latta comes from Grandview, Iowa. He has had varied occupations, such as steward, teamster, motorman and conductor. From April, 1895, to December of the same year he was a Motorman on the Pasadena Railway, and from January, 1896, to January, 1898, he worked in both capacities of motorman and conductor with the San Diego Street Railway. He started in with the Los Angeles Railway back in October, 1903, as Motorman out of Division One. He was appointed Regular Flagman in January, 1925.

C. A. Robinson hails from Camfield, Canada. He started with the Railway in June, 1903, as Motorman at Division

Two. He was appointed Regular Flagman in July, 1925.

P. Fitzgerald hails from Limerick, Ireland. Prior to starting with the Company in February, 1903, at Division Two, he had considerable steam railroad experience. He was appointed Regular Flagman in February, 1927.

W. F. Abernathy started with the Company in March, 1902, at Division Three as Conductor. He is one of the Iowans who helped to make Los Angeles the "white spot." He was appointed Regular Flagman in June, 1922.

Albert Lawler started with the Company in May, 1902, as Motorman at Division One. Had former experience in platform service at Leavenworth, Kansas, and Tacoma, Washington. He was appointed Regular Flagman in April, 1925.

J. G. Allison hails from Portland, Oregon. Was engaged in street car business in Portland for two years prior to starting with the Company in June, 1902, as Conductor at Division One. He was appointed Regular Flagman in September, 1922.

A. M. McFadden signed up with the Company in October, 1902, as Motorman at Division Three. Appointed Regular Flagman in June, 1924.

E. A. Ricketts gave up farming at Whittier, Cal., to try out street car work in June, 1903, and started in with the Company as Motorman at Division Four. He was appointed Regular Flagman in June, 1925.

Pierson Closes Meets For This Year

Commencing with Division Five on November 14th, the regular Bi-Monthly Meetings will be held at the different divisions.

R. A. Pierson, Supervisor of the Merit System, will be the principal speaker, and he's got a few things up his sleeves to tell the boys about the administration of the Merit System for the past year.

There will be three meetings daily, at 10:00 A. M., 2:00 and 8:00 P. M., and the line-up is as follows:

Division Five, Monday, November 14th.

Division Two, Tuesday, November 15th.

Division Four, Wednesday, November 16th.

Division One, Thursday, November 17th.

Division Three, Friday, November 18th.

Your attention is called to the different arrangement of the meetings from the usual routine.

The famous orchestra will be on deck to furnish peppy musical numbers.

Christmas Frolic

As an advance notice C. V. Means, General Chairman of the Entertainment Committee, wishes to call attention to employees of the Company that the Christmas Frolic will be held on Saturday, December 17th, the third Saturday in that month, in the Forsters Hall on South Olive Street.

The usual good time for the kiddies in the afternoon and the dancing for the grown folks in the evening is planned and all the trimmin's that go to make a good time.

Ground Broken for New Substation

Work on the foundation for the new Inglewood Substation is now under way and pits have been dug for wall footings and machinery foundations.

Steel rails for reinforcing have been delivered to the grounds and will soon be placed.

Ambassador Ball

The Disabled Veterans of the World War, Inc., are staging a ball at the Ambassador Auditorium on Thursday evening, November 24th. This will be a big affair and a delightful evening of entertainment is assured.

Lieutenant Governor Buron Fitts, together with a great number of military and civic notables, will be there and a great many motion picture celebrities are attending.

The proceeds of the ball are to be used to pay off the mortgage on the Club Building of the Veterans at 246 South Hill Street.

General admission is \$1.00, and if you are interested you can get your tickets by phoning the Veterans' Bureau at the above address and your tickets will be sent you by messenger.

Minute Of Memory

A beautiful and impressive innovation was enacted at the eleventh hour on the morning of Armistice Day, which was conceived by J. J. Doyle, Exalted Ruler of the Elks, and carried out with the cooperation of military, civic, railway and business organizations. It was the stopping of all traffic, both vehicular and pedestrian, for one minute, from 11:00 to 11:01 A. M.

At the "zero hour" all traffic signals simultaneously showed "stop" and buglers stationed at all the principal intersections over the entire city, sounded "Taps." The "minute of memory" was thus dedicated as a fitting tribute to American soldiers who paid the supreme sacrifice and it also recalled the ending of the world's most terrible carnage.

Trainmen of the Los Angeles Railway, ex-service men, participated in the ceremony of sounding "Taps" at the corners where they were assigned. From Division One were Motormen I. J. Madsen, M. R. Kline, L. H. Smith, H. C. Fowler, Joseph Hershall and Conductor S. E. Goslee.

From Division Two: Motorman B. T. Glennin and Conductor R. J. Crothers.

From Division Three: Motorman R. F. Hutton, Conductors E. R. Foley and H. F. Quinn.

From Division Four: Conductors F. W. Deuber, M. A. Berg, Motorman Rex Boardman, Safety Operators W. W. Senor, M. B. Myers and A. G. Nelson.

Arrangements were also made and carried out by all the broadcasting stations in and around Los Angeles to inform the people of the city of the plan and at the eleventh hour these stations also sounded "Taps" over the air.

~ 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 W. A. Walsh, Conductor D. C. McKinney, Conductor R. L. Wolfe, Conductor J. W. Godel, Conductor J. O. Bauer, Conductor M. L. Davis, Conductor E. R. Leggett.



For Conductor W. A. Walsh of Division Five from Frank J. Barry for his courtesy in lending him five cents for fare when he found himself without funds. Mr. Barry writes: "I wish to commend your conductor for the courtesy and kindness displayed by him."

For Conductor D. C. McKinney of Division Five from H. M. Morley for his kindness in carrying a number of school children from the car to the sidewalk when the street was flooded. Mr. Morley concludes his letter:

"However, I consider his action merely typical of the attitude of your car men, who are the most courteous and accommodating of any with whom I have had long acquaintance."

For Conductors R. L. Wolfe and J. W. Godel of Division Two, Conductor J. O. Bauer of Division Five, and Conductors M. L. Davis and E. R. Leggett of Division Two from Mrs. Catherine Van Vleet, all of whom she commends for unflinching courtesies to all their passengers, and for much appreciated particular kindnesses to herself.

Let to right: Conductor J. C. Griffin, Conductor H. W. Taylor, Conductor R. M. Garner, Motorman T. J. Vail, Conductor A. Valenzano, Conductor R. D. Mitchell, Conductor C. O. Boyd.



For Conductor J. C. Griffin of Division Two from Mrs. Charles C. Scribner, for his cheerful, courteous manner. Mrs. Scribner is a nurse and when leaving duty is often weary. Her letter reads in part: "His personal appearance is faultless and manner likewise. He never allows a mother with children to get on or off the car without aid, assists the old as well as the young, and still keeps his poise and dignity."

For Conductor H. W. Taylor of Division Three from E. H. Taylor for helping a blind man off the car and to the curb and again for assisting an elderly woman with an armful of parcels to the curb. Mr. Taylor says in part: "I have been in a good many states and I wish to compliment you on having such courteous men working for you."

For Conductor R. M. Garner and Motorman T. J. Vail, both of Division Four, from Miss Bessie Arrowood, who

commends Conductor Garner for his tactful manner in straightening out fare and transfer difficulties with passengers, and Motorman Vail for his thoughtful kindness in assisting a blind man off the car to the curb and giving him a start in the right direction to reach his destination.

For Conductor A. Valenzano of Division Four from Mr. Louis Michel for his kindly act in helping an elderly and feeble man from the car and to the sidewalk.

For Conductor R. D. Mitchell of Division Four from Mrs. R. L. Gogl for his kindness in helping her to safety with her small children.

For Conductor C. O. Boyd of Division Two from Mrs. Gertrude M. Scott for his never-failing courtesy to his passengers, his distinct calling of streets and transfer points and courteous manner in answering questions and giving information.

Who's Boss?

By E. F. WICKWIRE, Vice-President, Ohio Brass Company

Recently I noticed a card displayed throughout a manufacturing plant which read something like this:

"Who is your real boss?"
"Is is the president? No."
"Is it the superintendent? No."
"Is it the foreman? No."

"Your real boss is the CONSUMER of our Product—the man who buys the article that you are helping to make.

"If he is satisfied with your product he will continue to patronize you. If not, you will lose his patronage, perhaps without even hearing a complaint from him.

"Furthermore, the quality of your Product is the yardstick by which he measures the price he is willing to pay for it.

"It is not simply a question of satisfying yourself—you must satisfy him.

"At times you may think he is a 'Crank,' so keep this definition of a Crank before you:

"A CRANK IS A FELLOW WHO INSISTS ON CONVINCING ME, INSTEAD OF LETTING ME CONVINCHE HIM."

Doesn't this same principle apply to the electric railway industry? Isn't the user of our product—the car rider, the real boss? And isn't it up to us—all of us—to satisfy him in order to progress and prosper?



LARY LAFFS



She: "It was really a toss-up this morning whether I played golf or went to church."

He: "Really?"

She: "Yes, and I had to toss up fifteen times before I got golf."

Two farmers met on the road and pulled up.

"Si, I've got a mule with distemper. What'd ye give that one o' yours when he had it?"

"Turpentine. Giddap."

A week later they met again.

"Say, Si, I gave my mule turpentine and it killed him."

"Killed mine, too. Giddap."

Dickey: "My dad is an Elk, a Lion, a Moose and an Eagle."

Mickey: "Wot does it cost to see him?"

"Don't you know," said the commissioner, "that you can't sell life insurance without a state license?"

"Boss," said the ducky, "you suah said a moufful. I knowed I couldn't sell it, but ah didn't know the reason."

It was early morning at Mitchel field. The Spirit of St. Louis was making a few silver circles before its reluctant descent.

"It's Lindboig!" shouted one of the spectators.

"Not Lindboig, Lindbergh," corrected a nearby pedant.

"Well," said the shouting spectator, "he's flying Lindboig's plane."

"Are you Hungary?"

"Yes, Siam."

"Den Russia to de table and I will Fiji."

"All right—Sweden my coffee and Den mark by bill."

"Why is the ship going so slow?" an old lady asked the captain of a liner in the midst of a heavy fog.

"The fog, madame," the captain answered.

"But it's quite clear above," the old lady persisted.

"Maybe, madame, but we're not going that way unless the boilers burst."

Sam's employer had noticed that Sam appeared addicted to the habit of worrying.

"What are you worrying about?" he asked one day. "You have a good, steady job."

"Yassah, I knows," agreed Sam, "but de trouble is Ah ain' got nothin' in sight should ah evah decide to quit it."

"Drink," said the Irish preacher, "is the greatest curse of any country. It makes ye quarrel with yer neighbors. It makes ye shoot at yer landlord. And it makes ye miss him."

Old Lady: "Son, can you direct me to the Peoples Savings Bank?"

Boy: "Yessum, for a quarter."

Old Lady: "Isn't that a mighty high pay, my boy?"

Boy: "No, ma'am; not for a bank director."

There Are Others

If times are hard, and you feel blue. Think of others, worrying, too. Just because your trials are many, Don't think the rest of us haven't any.

Life's made up of smiles and tears, Joys and sorrows, mixed with fears; And though to you it may seem one-sided, Trouble is pretty well divided.

If we could look in every heart, We'd find that each one has its part, And those who travel Fortune's road Sometimes carry the biggest load.

Georgia: "Ma, if the baby was to eat tadpoles, would they give him a bass voice, like frogs?"

Mother: "Good gracious no! They'd kill him!"

Georgia: "Well, they didn't."

It's The Little Things

By Grace Haines

"Oh, it's just the little homely things, the unobtrusive friendly things, the 'won't-you-let-me-help-you' things that make our pathway light. And it's just the jolly, joking things, the 'never-mind-the-trouble' things, the 'laugh-with-me-it's-funny' things that make the world seem bright. For all the countless famous things, the wondrous record-breaking things, those 'never-can-be-equalled' things, that all the papers cite, are not like little human things, the 'every-day-encountered' things, the 'just-because-I-like-you' things that makes us happy quite. So here's to all the little things, the 'done-and-then-forgotten' things, those 'oh-it's-simply-nothing' things that make life worth the fight."—From "Bottles."

Co-operative courtesy will make any business a success.

Bulletins

ISSUED NOVEMBER 14, 1927

Street Car

NO. 163—NOTICE TO ALL CONCERNED

Effective at once, the term "Bus" has been discontinued. Hereafter these vehicles will be known as "Motor Coaches," and what was formerly the "Bus Division" now becomes the "Motor Coach Division."

Please use this term exclusively in the future.

NO. 164—NOTICE TO CONDUCTORS

The following passes are reported lost:
No. 554, issued to Mae A. Bass, Typist, Auditing Department.

No. 2448, issued to C. Pontius, Repairer, Mechanical Department.

No. 1430, issued to O. G. Reed, Yardman, Engineering Department.

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

NO. 165—NOTICE TO CONDUCTORS

The following Firemen's Pass Books are reported lost:

No. 33118, issued to Fireman Harry H. Oates.

No. 34392, issued to Fireman George B. Brown.

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

NO. 166—NOTICE TO CONDUCTORS

Effective Monday, November 14th, honor Huntington Park Police Badges within the City Limits of Huntington Park, as follows:

- 1—Chief of Police.
- 1—Captain of Police.
- 2—Police Sergeants.
- 2—Detective Sergeants.
- 16—Patrolmen's badges numbered from 1 to 16 inclusive.
- 6—Motorcycle Officers' badges numbered from 1 to 6 inclusive.

The city limits of Huntington Park extend from 53rd Street on the north to Florence Avenue on the south.

NO. 167—NOTICE TO TRAINMEN

Walk-over from the Wilshire Motor Coach Line is now permitted at Fifth Street only, NORTH or SOUTH to Los Angeles Railway cars on Broadway, Spring and Main Streets.

Effective November 14, Wilshire Motor Coach Tickets may also be accepted at Eighth Street, SOUTH on Hill, Broadway, Spring and Main Streets.

R. B. Hill

Motor Coach

NO. 63

Effective November the 7th, 1927, walk-over privileges will be permitted between Beverly Boulevard Motor Coach Line and the "C" Street Car Line. The walk-over privilege is between Temple and Hoover Streets and Beverly and Vermont.

NO. 64

Every Operator's and Conductor's attention is hereby recalled to Rule 42 on Page 15 and Rules 43 and 44 on Page 16.

Stauhancken

Wanna Buy Bricks

Are you planning to build? If so, you may be interested in the announcement that the Company has about 400,000 good second-hand bricks which they will sell to employes for \$5 per thousand. The buyer is to do the loading and hauling.

Employes wishing to take advantage of this offer will please get in touch with J. B. Buchanan, General Storekeeper.

For Sale

Roller Canaries, Furer strain, genuine 1927 birds, registered stock, \$20 each. Inspection invited. B-144.

Studebaker, Special six, touring. Three new tires and new battery. \$110, terms. B-145.

Hand Carved Antique Cane, over one hundred years old. Very rare. Price reasonable. B-146.

Legal Question Box

Q. What is the period of limitation beyond which actions to recover personal property left in a hotel may not be commenced? F. R.

A. Ninety days from the time of the departure of the owner of the said personal property.

Q. Does the Board of Public Utilities and Transportation fix the rates for public utilities, such as gas, electric and telephone companies operating in the city of Los Angeles? H. C.

A. No, but up until November, 1914, the Board fixed such rates annually. The State Constitution was amended in November, 1914, so as to take the rate fixing power away from all cities throughout the State and vest that power in the Railroad Commission of the State.

Q. What is meant by the statute of limitations? J. T. B.

A. It is the statute prescribing limitations to the action on certain causes of action; that is, an action must be brought within a specified period after the right has accrued.

Q. How can I tell if a certain piece

of property is in any industrial district, or in the fire limits? O. A.

A. This information is available at the Engineering Department of the city.

Q. Are damages resulting from personal injury to husband or wife community property? W. H.

A. Yes.

Q. Can a keeper of a hotel, lodging house, boarding house or furnished apartment hold baggage and other property of tenant or guest for the proper charges due for accommodation, board, room rent, and other extras furnished at the latter's request? J. M.

A. Yes, also costs of enforcing lien. Property so taken may be sold after sixty days at public auction.

Q. Is it necessary to the validity of a mortgage that any particular form or words be used? R. C. T.

A. No. The use of the word "mortgage" or any other expression showing intent to mortgage is sufficient.

Stork Visits

Division Two submits the following:

"G. L. Rosen, one of our perfectly good conductors, reports a twelve-pound arrival at his home, November 2nd. Gene Tunney, Jack Dempsey, etc., take notice."

Howard Earl of the Division Three Mechanical Department reports the arrival of a seven-pound boy at his home.

"It's a boy," said Conductor A. J. Anderson of Division Five. This happened last Tuesday morning. The new arrival weighs eight pounds and mother and baby are doing fine.

Flat Cars Rebuilt

The Mechanical Department of South Park Shops is at work reconstructing two dump and two flat cars with steel girder beams.

Three dump and two flat cars have recently been completed and put into service. This will leave only two more flats to be reconstructed to complete the program of eleven cars to be rebuilt.

Division Assignments

The following men have been assigned to their various divisions during the week ending Wednesday, November 9th:

To Division Two: Conductor A. S. Lewis.

To Division Three: Motormen A. Gardner, E. E. Fogle, R. T. McMasters, E. E. Sooy, Conductor G. A. Finney.

To Division Five: Motormen W. J. DeLoach, C. G. Davidson, H. Johnson, Conductors H. H. Baldra, R. J. Williams, T. B. Baggett.

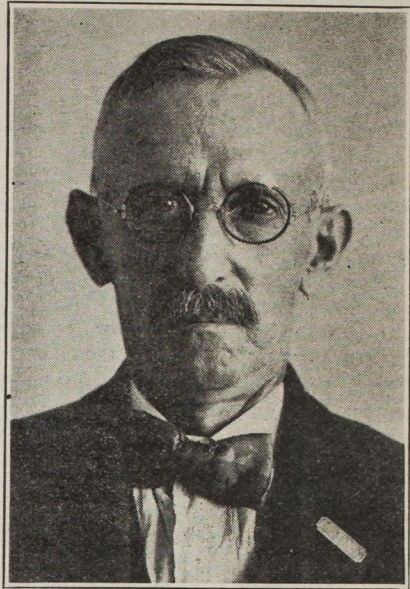
More Trackage

The Engineering Department is at work providing additional trackage facilities at Division Five. Eight thousand feet of 60-pound rail are being used for this purpose.

Wedding Bells

Conductor O. W. O'Neil of Division One surprised the natives last Saturday by leading to the altar the lady of his choice. We wish him and his fair lady a long life of happiness and thanks for the cigars.

Harry Dean



Here we have Conductor Harry Dean, Cap No. 1584, one of Division Five's real old timers. Since starting out to provide his own ham and eggs he has covered quite a lot of territory. Harry came out to the Golden West from Louisiana in 1889 at the age of 22 and his first job was on the Los Feliz Ranch, which is now Griffith Park, toiling eighteen hours a day for the sum of \$25 per month. That was in the year 1890.

The following year he saw a chance to better himself, inasmuch as he got a \$5.00 a month raise and went driving a milk wagon in Glendale. For the \$30.00 per month he still had to put in eighteen hours a day. In those milk wagon days, though, Harry said he never heard of any flappers coming home with the milkman, but there were plenty who started out to work with him.

He stayed on that job until 1894. The year 1895 found him working on the Cienega Ranch, still on the milk wagon. The Cienega Ranch was, up until a short time ago, referred to as the "Cabbage Patch" by trainmen of Divisions Three and Five, but this part of the county now boasts of some very fine homes.

Harry's spirit of adventure got the best of him the following year, 1895, and away he went to Guatemala, Central America. He played around down there until the rebellion broke out in 1897, and when things got a little hotter than the climate, he came back to the good old U. S. A., making Los Angeles his stopping place once again. Here he got a job that was really "in the dough," when he worked both ends of a bakery wagon.

On May 25, 1903, Harry finally settled down and entered the service of the Los Angeles Railway, and has been with us ever since.

During all his years of service with us he says that the happiest day of his life was when the P. A. Y. E. system was put into effect, and he didn't have to tear the buttons off his clothes to get fares.

New Schedules on Evergreen

New schedules became effective on November 13th on the Evergreen Avenue Shuttle Line, Daily, Saturdays and Sundays.

Readjustment of headways to conform with the passenger travel on this line has been provided for in the new schedules.



Who's who is none other than Motorman Frank Milano of Division Three, and what's what are the 57 varieties of wild ducks that he succeeded in bringing to earth at the Mecca Gun Club, near Indio, California. Frank's success as a hunter was surely appreciated by his many friends who enjoyed baked wild duck to the fullest extent.

Quartette Turns Professional

Just to show that musical talent is recognized by the Company, the string quartette composed of Conductor Noah Allinikov, Safety Operator Ed Hahn, Motorman Jack Mesquit and Motorman Jewitt of Division Four, formerly the L. A. Railway Hawaiian Quartette, some time ago were granted an extended leave of absence to take up their work professionally.

Now comes the word that they have resigned formally and are known as the "California String Quartette," and are on the air from the Burbank broadcasting station every evening between the hours of 7 and 8 o'clock. On Wednesday and Sunday evenings they also play over KHJ.

This quartette, as well as their catchy musical strains, will be very much missed by all the trainmen, but they have the wish of their friends and co-workers for all the luck in the world in their new line of endeavor.



Division One

H. N. COLE

If anyone comes to you with a hard luck story and offers to sell you a nice looking ring with a gold dollar for a setting—don't bite. The hard luck story may be all right, but the ring is the bunk. One conductor gave two dollars and a half for one, and another gave one dollar and a half for one exactly like it. The jeweler says they are worth about fifty cents each.

The first day that Nate Robinson worked his run for several months, on account of illness, he dislocated a piece of skin on his finger and was bemoaning that fact when his relief man missed out on him and he had to work through without lunch. This was a calamity, and he began to wonder and ponder. When he happened to notice that his train run number was 13, and his car number began with 13, and his cap number began with 13, he understood how it all happened.

Have you noticed the cute little mustache that Conductor O. S. Patten is cultivating? He says it is only eight weeks old and he hopes by Christmas it will be equal in appearance to Motorman McCormick's.

Motorman F. A. Smith has been enjoying a three days' recreation working a little tripper each day, by request. He says he is through with the "rock pile" for the remainder of the year.

Motorman J. N. Smith has returned to work after a vacation of thirty days spent galavanting hither and thither in his faithful flivver. He had a good time fishing and gunning for rabbits.

Motorman J. H. Dillard, who has been confined to his home on account of illness, has returned to his work.

Conductor O. Arguello is back on the job after being on the sick list for about a month.

Motorman Line Instructor L. Scott is the only instructor that has a student just now. It takes him only a few days to have a student so far advanced that he himself can take it easy and let "George" do it.

Conductor C. C. Townsend has demonstrated his approval of the Community Chest by cheerfully giving two full days' pay. So far this is the largest single donation yet given by a trainman of this division and he should be commended for his generosity.



Division Two

E. A. MOXLEY

Motorman A. T. Munn has been off sick for the past two weeks with a very severe cold.

Conductor T. Fisk returned to work Wednesday after spending a seventy days' leave in San Francisco.

Motorman F. V. Dennee is also back on the job after spending fifteen days resting up at home.

Motorman W. A. Cobb who has been on leave since August 1st, returned to work Tuesday. He has been on a ranch near Fresno trying to regain his health and from his looks he has succeeded.

Motorman O. E. Brown is laid up at home with a touch of the flu.



Division Four

C. J. KNITTLE

It's funny the faith most of us put in rumors. If the rumor concerns something we desire, hope enters in and our faith in the rumor becomes indomitable. News of a Pico Line shake-up is in the air. We believe it because we want it. We want it because we think we will get something better. Maybe we will.



"It's about time I had my picture in my Daddy's column," said Little Betty Rae Knittle, after her chatter had been translated. Little Betty Rae had one candle on her birthday cake on October 4th, last.

Foreman B. B. Boyd and his gang of duck hunters report they had a poor day at Salton Sea last Sunday. They brought back six.

Help! Murder! Police! Our drinking fountain has been repaired!

Conductor W. H. Snow of "C" Line, received a painful leg injury Thursday, November 3rd, at Robinson Street, when, in attempting to jump on the rear fender to hold the trolley as the car went over the crossover, the level section tilted and he fell off.



Division Three

L. VOLNER

Clerk Robert Reid and wife spent two weeks in and around Vancouver, B. C. Reid is tantalizing his acquaintances by telling them how good "it" tastes up in Canada.

On account of his health, Motorman T. A. McCain is taking a trip to El Paso.

After returning from a fishing trip during which he got his shoes rather soiled and water soaked, Cash Receiver Sutherland wanted to give himself a shine. There was a brand new box of polish and after much rubbing of the dauber on the polish and then the shoes, he was about to give it up as impossible, thinking perhaps the salt water had so ruined his shoes that they would not take the polish, when the thin wax paper which covered the polish fell off and Mr. Sutherland proceeded to give himself a patent leather shine.

The trainmen's room and offices will be kept warm this winter by the new gas steam heating system now being installed.

Motorman F. Stauss has returned from a nine days' leave to rest up.

Three big meetings next Friday, November 18th, 10:00 A. M. and 2:00 and 8:00 P. M. You'll be there.



Division Five

FRED MASON

Motorman-Line Instructor Tony Gosh had a very close call insofar as missing out was concerned, last Tuesday. Tony had a run that pulled out in the wee small hours and had to drive his machine to work in order to make it. The fog was exceptionally heavy on this particular morning and after wandering around Inglewood for quite a while he finally found the street car tracks and followed them to Division Five to arrive just in time.

Who made that wise crack about wise men coming from the east? Conductors Frank Adams and Roy Meggison, from Chicago, and "Cy" Daerr, from Pittsburgh, all had \$2.20 tickets for the big fight and have just learned sides stubbing one's toes. Frank says that there's going to be a lot of gate crashers at the next fight and he's sure he knows three of 'em.

Instructor J. H. Miller of the Instruction Department was down at this division on Friday, the 4th inst., and gave about twenty of the boys some very good practical instruction on the multiple unit equipment. These voluntary classes are certainly appreciated, especially by those who have yet to take the examination.

Conductor L. C. James is off for a couple of weeks and is motoring up to Portland, Oregon. His raincoat and rubber boots went with him.

We are glad to see Conductor-Line Instructor Henry Tetreault back on the job again after getting bumped into by an auto on the 9th of October.



Shops

JACK BAILEY

L. Lauber, Painter, is still on the sick list but has left the hospital and would like to have some of his friends call at his home.

"Red" Catherman, Paint Shop Clerk, with his mother and father, motored to Palmdale over the week-end.

Did you know that Sid Ormston, Electrician, has four new false teeth? And how that boy does smile. "Know your fellow workman."

After spending five hectic weeks whipping his fire-damaged home into shape, Carpenter Frank Day sent in his resignation and will follow the contractor's game for awhile. "On a large scale at a small price," says Frank.

The trouble is that one extravagance always suggests another, and Truckman Roy Baxter bought a pair of bright red socks to wear with his trousers after getting them wet at the Hudkins-Dundee fight.

Carpenter Charles Clegg has been confined to his home for a period of one week. His return to duty will be pleasing to his many friends. We all miss Charlie's merry "Nice day."

Bill Thun, Truckman, took a few days off last week to finish up his business at Clear Lake and is now a tenement owner of that vicinity.

Lee Carender, Machine Shop Tool Room Keeper, is off a few days on his long contemplated vacation, and where?

Machinist W. Brown and A. Figueroa are on the sick list.



Motor Coach Division

ELMER WOOD

"Back to God's Country," is what Operator L. L. Kidder and Conductor P. H. McKay said when they landed in Los Angeles. They and Pat's brother drove to Casper, Wyo., Denver, Colo., and way points, visiting friends and relatives. They were on the road thirty days and have many exciting tales of experiences to tell. But there is no truth in the rumor that Pat came back with a ball and chain, although some one must have been disappointed when Pat told her they would not spend their honeymoon in California.

Conductor R. F. Purpus reported for duty last week after being on the sick list for ten days, during which time he had his tonsils removed. He has been operating for the past week to avoid catching cold, and Operator V. R. Hathaway was holding the back platform down.

Operator M. E. Dudley enjoyed a ten days' leave of absence at Lake Elsinore. Sulphur and mud baths were among his dailies. "They make you feel like a new man," he says.

Conductor T. E. Thorson is ready to chew the rag with anyone now since he had a new set of ivories installed. It took twenty-six days to complete the work, so Thorson secured a leave of absence because it was rather embarrassing to answer questions and then to pronounce certain words by use of his lips only.

Garage News

N. Leiser, Mechanic on the Second Shift, was transferred to the First Shift. O. A. Spencer is the new man on the Second Shift.

Walter Messen, formerly a service man who left the Company to go east, was reemployed and will replace E. J. Richards, Foreman's Clerk, on the Second Shift. Richards has received an appointment from the Post Office.

W. Rains, Auto Washer, was on the sick list last week having his tonsils removed.

We wish to extend our best wishes for a speedy recovery to Eugene Oliver, brother of George Oliver, a Mechanic on the First Shift. Eugene was severely burned when a can of gasoline he was carrying became ignited by a lantern and exploded.

(Shops Continued)

No, that's not climax Charlie Reed has, he just reported for truck duty with the last three pulled out.

J. Love, Truckman, and C. E. Hendricks, Carpenter, have left the service.

