

Overhead Specialists



Back row, left to right: W. T. Smith, Driver; Leo H. Maag, First Lineman; T. H. Hunter, First Lineman; L. C. Hunter, Driver; L. E. Laycox, Driver; C. G. Hunter, First Lineman; F. Steiner, First Lineman; I. E. Sturtevant, Second Lineman; L. Hakanson, Second Lineman; Richard C. McDevitt, Supervising Foreman, Trolley Construction; C. A. Depew, Driver; Russell Payne, Second Lineman; G. C. Moesly, Second Lineman; R. W. Johnson, First Lineman; O. M. Claypool, Second Lineman. Front row: Daniel Rafferty, First Lineman; J. M. Rios, Driver; F. C. Tarpley, Second Lineman; Sylvester Thomason, First Lineman; L. H. Leusch, Driver; Adam Knaus, Second Lineman, and James Whitehouse, Second Lineman.

A Line On Linemen

No, folks, this is not a football team, although they are right there with the tackle for handling all equipment you see suspended from the poles in the form of trolley and span wires, for the maintenance of service. They are the Trolley Maintenance and Construction crews of 16th Street.

Here you have twenty-one men, or seven crews, with the seven tower wafions in the background to prove it. Each crew consists of three men, one drive, first and second wireman, and the wagons are in service twenty-four hours a day, Sundays and holidays included. There are four different shifts of the regular construction crew working from 8 A. M. to 5 P. M., one crew from 7 A. M. to 4 P. M., another crew works the emergency overhead trouble from 5 P. M. to midnight, and another crew relieves at midnight and works until 7 A. M. Two special construction crews take care of all construction work in the downtown congested district that cannot be done in the day time.

The schedule of shifts is so arranged that one crew does not work more than one week on the same shift. The night men work six weeks on their shift and they are then put on the day shift.

It falls to the lot of Supervising Foreman R. C. McDevitt to see that the overhead system is kept in good

shape, to distribute the work and spread the crews over the city to get the best results.

An inspector turns in all reports of trouble and the foreman arranges the work among the different crews who make renewals of trolley wires, repair broken wire, frogs, crossings, electric switches, etc. It is also arranged that crews call in on the hour and half hour to the Line Department Dispatcher for further assignments.

Tower Wagon No. 36 has an emergency crew available at all times for pick-up work where it would be inconsistent to call a regular crew from their job.

New Schedules on 'H,' 'R' and 'S'

New schedules became effective Sunday, November 27th, on Lines "H," "R" and "S," providing for additional protective time at the west terminals between the hour of 5:20 and 6:20 P. M.

One Line "H" the new schedule provides for five additional cars and one additional full run.

Line "R" has five A. M. and five P. M. two-car trains, an increase of three A. M. and two P. M. Seven full runs have been added on this schedule.

The new schedule on Line "S" provides for one additional car and two additional full runs. There will be eight A. M. and eight P. M. two-car trains, the same as the old schedule.

Going Up!

The stock of Azuride has gone up. Several weeks ago there appeared a story in Two Bells about the circulation of Azuride and an appeal made to the various divisions to take more copies for distribution on the cars.

The responses to this appeal were prompt and the results show that the additional copies put on the cars by the various divisions were taken by the riding public.

On October 1st, before the appeal was made, there were 139,125 Azurides sent out and 3510 returned. On the last issue pulled from the cars, November 1st, there were 149,000 Azurides sent out and 2835 returned, an increase of approximately 10,000 additional copies used by our patrons.

Every trainman will be doing the Company a service by reporting to his Division office when his car is out of Azurides.

Appointed Supervisor

L. T. Staten, who was injured on duty some time ago and who returned to the platform service after he had fully recuperated from the accident, has been appointed Supervisor by W. B. Adams, Director of Traffic. His friends and co-workers wish him better luck this time.

New Uniforms

Dick Windsor, Manager of the Uniform Department, wishes to announce the arrival of new uniforms under new contract. He states the material, workmanship and style are the best ever.

Don't crowd boys, but be sure to get your order from your Division Superintendent, and doll up for Christmas. "We do not sell service, we give it," is Dick Windsor's slogan.

It Won't Be Long Now

Sherman Beals, Chief District Supervisor, dropped in the general offices the other day to let the boys know he was coming along nicely and would soon be back on the job. Sherm has been suffering from liver trouble for the past two or three weeks.

New Figueroa Schedule

A new schedule on Figueroa Street Motor Coach Line became effective Sunday, November 20th, providing additional service during the evening rush period daily, and also more service during A. M. rush on Saturdays.

We'll See It Through

"This is the season when a 'feller needs a friend,'" said J. A. Bodley, Chief Dispatcher, commenting on the present indications which point to heavy passenger travel and greater congestion by automobiles during the next thirty days or so. "A schedule to cover the conditions which we will be called on to meet is an impossibility," continued Bodley, "so the responsibility for service is up to the Line Supervisor, and believe me, he has some job and incidentally is one of the 'fellers who needs a friend.'"

"Another 'feller' is the dispatcher who also has a hand in maintaining service. His shortcoming is that he only has the usual number of hands and ears provided a human being. Then there are the trainmen who will have to overcome exasperating conditions, in other words, 'fight through with a smile.' The effort is worth the price and the majority of the traveling public knows what we are up against and even though we fail to hear them say nice things about us and give us credit for having a wonderful organization, without which we would fall flat, we have this consolation in that we do not fear flooded track and we know our equipment is not going to fail us."

"How different from the old days, when we had real worries," said Bodley. "We were afraid of the electric power, as it usually played out. Then during Christmas week all retail stores remained open until 9 or 10 P. M., and this meant fourteen to sixteen hour runs without reliefs. But times have changed and we have traded our problem of those days for the more modern one of today.

"In this day, as in the days gone by, we have no fear of the outcome, as we feel we are equal to the task confronting us and will add another successful year to the history of the Los Angeles Railway."

Cutting Down Hill

Work is being resumed by the Engineering Department in cutting the top off the hill on Temple Street, between Robinson and Hoover Streets, to conform with the new street level.

The old 60-pound rail is being replaced with 72-pound.

At Ease

The examinations which are given to men over the ninety-day period will be temporarily discontinued after Saturday, December 10th, according to a report from Daniel Healy, Chief Instructor. These examinations will start in again on January 5th, 1928.

~ TWO BELLS ~

Published by and for the Employees 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 A. Norman, Conductor A. H. McKeel, Conductor T. D. Hall, Conductor G. R. Perdew, Conductor M. Smetana, Conductor C. E. Vassar.



For Conductor A. Norman of Division Four from Miss Ellen Wilde for his kindly courtesy in helping her on and off the car. Miss Wilde's letter reads, in part: "I am an invalid, and such little courtesies are appreciated."

For Conductor A. H. McKeel of Division Three from John H. Ganey for his thoughtfulness in helping an elderly man and himself on the car.

For Conductors T. D. Hall, G. R. Perdew and M. Smetana, all of Division Three, from Miss Ella M. Kennedy for their unfailing courtesy.

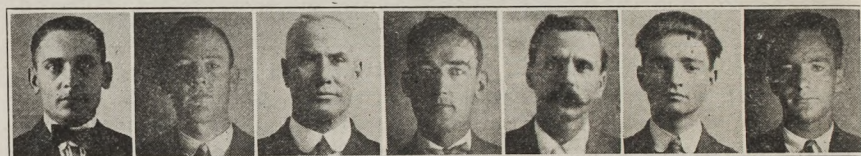
Conductors J. C. Phillips and I. E. Gott, also of Division Three, whose pictures do not appear, were also in-

cluded in Miss Kennedy's letter, which says: "These trainmen never lose an opportunity to do a quiet act of kindness to anyone who may need it—myself as well as others—and do it—'Now'."

For Conductor C. E. Vassar of Division Three from Miss Edith Keyser, who writes: "I wish to thank you for the courtesy and general attentiveness to duty of Conductor 242 of Line 'L'."

For Motorman M. Knudson of Division Five, whose picture was not obtainable, from Mrs. H. N. Austin for his thoughtfulness and courtesy.

Left to right: Conductors J. E. Raski, I. M. Avant, T. E. Shanafelt, M. J. Dauk, J. A. Johnson, M. Z. Taylor, Motor Coach Operator G. E. Graham.



For Conductor J. E. Raski of Division Five from Frank D. Grace for his extreme kindness in following an invalid woman into the center section of the car and offering her his stool to sit on. Mr. Grace's letter says in part: "Going home after a day's work most people are tired and 'out of sorts' and I appreciate the difficulty a conductor has in dealing with such cases. This man smiles through it all."

For Conductor I. M. Avant of Division Three from Mrs. F. W. Reynolds for his efficient manner in handling his passengers on a crowded car, and also for his quick and courteous assistance to a woman who fainted.

For Conductor T. E. Shanafelt of Division Three from George Babbage for his courtesy in lending him car fare.

For Conductor M. J. Dauk of Division Three from Miss Mildred H. Shubert for his unfailing courtesy to all his passengers.

For Conductor J. A. Johnson of Di-

vision Five from Mrs. H. Ed Smith for his gentlemanly manner and courtesy. Mrs. Smith writes: "He so cheerfully gives all information asked and calls the streets very plainly. I agree with many others that I come in contact with each morning that it is a real pleasure to have such an efficient man in charge."

For Conductor M. Z. Taylor of Division Two from Mrs. Edyth R. Lee for his uniform courtesy. Mrs. Lee says: "I ride his car each morning at the rush hour and he is always cheerful and patient under the most trying conditions. He gladly gives assistance to the crippled and aged and no matter how big the crowd, never misses a fare."

Motor Coach

For Operator G. E. Graham of the Motor Coach Division from Mrs. Ellen Heinze for his unusual courtesy and careful operation of his machine.

Thoughts Are Things

Years ago, Carlyle wrote the following: "This city, with all its houses, palaces, steam engines, cathedrals and huge, immeasurable traffic and tumult, what is it but a Thought—millions of Thoughts made into one—a huge immeasurable Spirit of a Thought, embodied in brick, in iron, smoke, dust, palaces, parliaments, coaches, docks and the rest of it! Not a brick was made but some man had to think of the making of that brick."

How many of us have trained our minds and our powers of observation so that we can give each individual brick, which we lay in our records, a thought, or are we obliged to continually make the excuse for ourselves that we did not think.

A recent case wherein a serious accident, which, resulting in loss of position, caused untold suffering of the employe's family, and coming as it did just a few days before Thanksgiving seemed more distressful than the average of such occurrences, was accounted for only by the statement on the part of the motorman that "I was watching some workmen near the curb and did not think that a truck would be standing on the track where it was."

Let us realize that we, in this city so aptly described by Carlyle, must think that the element of danger constantly exists, and we must think of every detail which can be observed for rendering our operation and service to the public safe and satisfactory.

Let us give the necessary thought to the making of every brick.



LARY LAFFS



A priest offered twenty-five cents to the boy who could tell him who was the greatest man in history.

"Christopher Columbus," answered the Italian boy.

"George Washington," answered the American lad.

"St. Patrick," shouted the Jewish boy.

"The quarter is yours," said the priest. "But why did you say St. Patrick?"

"Right down in my heart I know it was Moses," said the Jewish boy, "but business is business."

An eight-year-old lad was asked to write what he considered a good dinner bill of fare for Thanksgiving, and here it is:

First Course—Mince Pie.

Second Course—Pumpkin Pie and Terkey.

Third Course—Lemon Pie, Terkey, Cranberries.

Fourth Course—Custard Pie, Apple Pie, Mince Pie, Chocolate Cake, Ice Cream, Plum Pudding.

Dessert—Pie.

Two gentlemen riding on a train were both very much intoxicated.

First Gent: "What time is it?"

Second Gent (after extracting a match box from his pocket with much exertion and gazing at it intently): "Thursday."

First Gent: "My heavens, I've got to get off here."

The Bride (inspecting the wedding presents): "They're awfu' fine, Wullie."

The Bridegroom: "Ay, but maist o' them are from folks no' yet marrit, Jean."

Defeated Jockey: "Well, anyhow, I wasn't the last. There were two horses behind me."

Disgusted Supporter: "H—l them was the first two horses in the next race."

Judge: "You say that the prisoner had a tray of diamonds in his hand. What did you do?"

Officer: "Took it with me club, your honor."

A colored soldier was walking post for the first time in his life. A dark form approached him. "Halt!" he cried in a threatening tone. "Who are you?"

"The officer of the day."

"Advance!"

The O. D. advanced, but before he had proceeded half a dozen steps the dusky sentinel again cried "Halt!"

"This is the second time you've halted me," observed the O. D. "What are you going to do next?"

"Never you mind what Ah's gonna do. Ma orders are to call 'Halt!' three times, den shoot."

The Little Things

It's a little thing to do,
Just to think.

Anyone, no matter who,
Ought to think.

Take a little time each day
From the minutes thrown away,
Spare it from your work or play,
Stop and think.

You will find that those who fail
Do not think.
Those who find themselves in jail
Do not think.

Half the trouble that we see,
Trouble brewed for you and me,
Probably would never be
If we'd think!

—Author Unknown.

The Man That's Wanted

The failures of life sit around and complain

The gods haven't treated them white;

They've lost their umbrellas whenever it rains,

And they haven't their lanterns at night;

Men tire of failures who fill with their sighs

The air of their own neighborhoods;

There's a man who is treated with love-lighted eyes—

He's the man who delivers the goods.

—Walt Mason in Wall St. Journal. L

Bulletins

ISSUED NOVEMBER 28, 1927

Street Car

NO. 169—NOTICE TO CONDUCTORS
Fireman's Pass Book No. 38369, issued to Auto Fireman T. L. L. Mytton, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

NO. 170—NOTICE TO TRAINMEN
Considerable complaint is again being made regarding noisy operation at various terminals, particularly in regard to the turning of seats. First and Fresno on Line "F" is particularly complained of.

Trainmen must make every effort possible to avoid unnecessary noise while approaching and at terminals.

NO. 171—NOTICE TO CONDUCTORS
Fireman's Pass Book No. 29221, issued to Fireman Walter R. Post, is reported last. If presented for transportation, take up, collect fare and send to this office with report.

P. B. Hill

By Request

We have received a request for the length of the different lines (track miles) from terminal to terminal, and have listed them in alphabetical order:

Line	Miles
2-3 Alsace to Montecito Drive.....	11.91
Alsace to Lincoln Park.....	11.27
B Brooklyn to 51st and Ascot.....	8.07
C Temple & Belmont-Edgemont	7.75
Temple & Belmont-Kensington	7.67
D S. P. Station-1st & Bonnie	
Brae	3.30
E Townsend to Hawthorne.....	21.81
F First and Fresno-Athens.....	13.04
G Vernon and McKinley to	
Bellevue and North Spring..	4.83
Vernon and McKinley to	
Bellevue and Edgeware.....	6.06
H 53rd and San Pedro to Melrose and Western.....	9.67
I First and Hill-First and	
Bonnie Brae.....	1.49
J Walnut Park-9th Avenue.....	12.12
K 38th and Ascot to University and Exposition.....	2.70
L L. A. High-1st and Vignes.....	6.80
M 116th St to 48th & 6th Ave.....	16.04
Mesa Drive to 48th & 6th Ave.	14.56
Vernon & Arlington to 116th.	15.46
3rd Ave. and Santa Barbara to 116th St.....	15.15
N Santa Fe Station-8th and Western	5.37
O Slauson & Main-Selig Zoo.....	8.04
P Rimpau to Rowan & Brooklyn	10.62
R Melrose-Cemeteries	11.18
La Brea-Cemeteries.....	11.34
S 61st & Broadway-Santa	
Monica	11.04
77th & Central-Santa Monica..	11.81
U Florence to Slauson & Central	12.00
39th & Western-Slauson & Central	10.14
V Slauson & Santa Fe-Monroe and New Hampshire.....	10.23
Downey-Monroe & New Hampshire	10.93
W Buena Vista Terrace-Rimpau	14.27
York Blvd.-Rimpau.....	14.42

SHUTTLES

Evergreen	Whittier and Euclid to Miller	3.06
Gage	Rowan and Brooklyn-Hammel60
Indiana	First and Indiana-Whittier and Indiana.....	.83
Boyle	9th & Boyle-7th & Boyle60
East First	First and State-First and Anderson.....	.55
Mateo	7th and Mateo-Santa Fe Station87

Caritis

Instructor John Miller of the Instruction Department, is going around with his hand all bandaged up. Says he has carbuncle on it from too much street car. It will lay Johnny up for several days.

Legal Question Box

Q. Can a wife separated from her husband have her community rights established without seeking a divorce?
W. P.

A. Yes.

Q. Are former wills good when a last will is made, and the last one fails to revoke them?
M. R. M.

A. They are, except as to such parts of same as are inconsistent with the last one.

Q. Is it legal for a real estate broker to act for both sides and collect commission from each?
L. C.

A. Yes, provided both sides are made aware of his receiving double commission.

Q. Can the husband dispose of community personal property without the wife's consent?
G. T.

A. He can for a valuable consideration, provided, however, that he can

not sell, convey or encumber the furniture, furnishings or fittings of the home or the clothing and wearing apparel of the wife or minor children.

Q. I am buying a lot from a man who has told me that he cannot read or write and must sign the deed by mark. How can I be sure that my deed will be good?
T. C.

A. When the person cannot write he ordinarily makes a cross or other mark, his name being written near it by a person who writes his own name as a witness; provided, however, that when a signature is by mark, it must, in order that the same may be acknowledged or may serve as the signature to any sworn statement or deed, as in your case, be witnessed by two persons who must subscribe their own names as witnesses thereto.

Christy Celebrates

In this land of wonderful climate, trial marriages and numerous divorces, it seems good to hear of long comradeship in matrimonial bliss. We take pleasure in stating the fact that Frank Christy, Supervisor in charge of Flagmen, celebrated his forty-second wedding anniversary on the 22nd of this month. Frank celebrated the occasion with Mrs. Christy, his two sons and their wives and five grandchildren, and we rise to remark that on looking at Frank, anyone can see that married life agrees with him.

Frank is also just getting over the fact that he celebrated his thirty-second anniversary of service with the Company in October last.

Bowen Improving

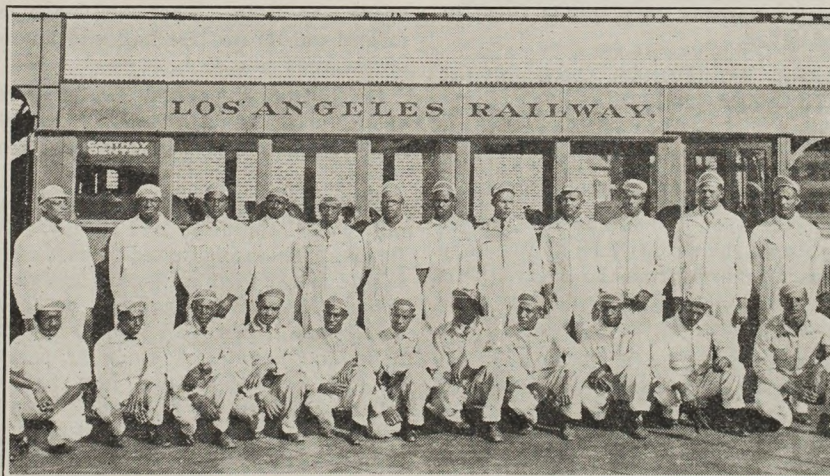
It is with considerable pleasure that we report the improvement in the condition of A. J. Bowen, Uniform Inspector at Division Four, who was moved to his home from the Good Samaritan Hospital last Tuesday.

Bowen, it will be remembered, was struck by an automobile and seriously injured about ten days ago. His home address is 602 Kensington Road.

Personal Mention

O. T. Elrod, the jovial Assistant Chief Instructor, has finally finished and moved into his new home at 1127 West 84th Place.

Motor Coach Laundrymen



Back row, left to right: C. Perry, N. C. Jones, E. Espree, M. Bailey, M. Davis, T. Dean, A. Higdon, E. Cobb, E. Hall, C. Hodges, F. Hall, A. Young. Front row: Horace Franklin, Head Washer; J. Wilson, H. Clisby, A. Davis, H. Pree, R. Kirkwood, A. Bolden, Earl Petway, Homer Veil, S. Adkins, Wm. Raines.

Here are twenty-three reasons why the motor coaches are spic and span.

These boys are hustlers and you'll find them all the time on the business end of the hose or the mop keeping up their reputations in having the motor coaches the cleanest to be found anywhere in the United States.

They do all the janitor work, and are also responsible for the clean appearance of the properties of the Motor Coach Division at 16th Street.

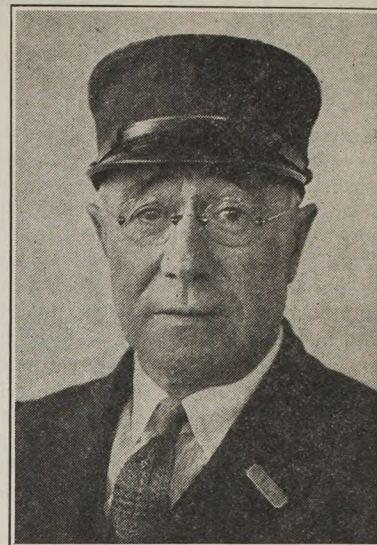
Horace Franklin, first man in the front row at the extreme left, has charge of the crew and is the cheer leader when they sing in chorus to

"Brighten the Corner Where You Are."

Winner Announced

Just to relieve you of the expectancy of the arrival at your home of the new 1928 Buick sedan recently donated by Edward L. Doheny at St. Mary's Parish, J. J. Gallagher, Information Man, wishes to inform all employees that Mrs. M. T. Collins, who lives at Whittier and Euclid Avenues, won the machine. Mrs. Collins is the wife of ex-Councilman M. T. Collins.

A. A. Goldsmith



This week we reproduce the smiling countenance of Conductor A. A. Goldsmith of Division Four, top of that Division and valued employe of the Company.

"Goldie," as he is affectionately known by all his friends and co-workers, started in street car work in Lincoln, Neb., in June, 1891. He qualified both as motorman and conductor in that city up until April, 1904, when he moved to Los Angeles.

On arrival in Los Angeles he went to work as motorman with the Los Angeles Pacific Railway and held that position until October, 1904. In December, 1904, he started in with the Los Angeles Railway and at the present time holds first place on the seniority list.

In August, 1919, he was employed by the Instruction Department as Division Instructor and served in that capacity for about two years.

When off duty, Goldie enjoys nothing better than to have George Slatford drive him and his family, including the dog, around the country. He is also quite a radio fan and will sit up late at night until he gets Chile (chilly).

Like a well-known beverage, Goldie improves with age.

Division Assignments

The following men have been sent to their various divisions during the week ending Wednesday, November 23rd:

To Division Two: Motorman A. W. Johnson, Conductors E. L. Wilson, F. W. Bray.

To Division Three: Motorman E. Fuller, H. S. Kenyon, W. W. Campbell, I. McBroom.

To Division Four: Safety Operator C. C. Flaesch.

To Division Five: Conductors C. C. Hunter, A. E. Borman, P. D. Brown.

Newcomer

Introducing Miss Violet Sundt, Reception Room Clerk in the Claim Department.

For Rent

Three-room House, very nicely furnished and clean. 1009 South Alma Street, convenient to "R" Line and Division One. \$30 per month. B-149.

For Sale

Brunswick Phonograph, walnut case, thirty records, with Two-Tube Radio Set arranged in phonograph case, in good condition; both in working order. Bargain \$35. B-150.



Division One

H. N. COLE

Motorman John Herschall received a severe shock last Monday. It was his relief trip and he had his face all primed for some of Pete's beans and a piece of his favorite apple pie, but the motorman who was to relieve him was playing checkers and forgot all about making relief. So John had to make an extra trip.

Motorman E. O. McKinney returned last Monday from an automobile trip to Casa Grande, Ariz. He says he had a grand time, and would not have missed it for a million dollars. He brought back some valuable specimens of gold, silver and copper ore, and some rare relics of Indian pottery. It is predicted that after making a few more trips he will be in a position to retire.

With a Watch Inspector right at our front door, if a trainman fails to have his watch inspected each month, he should be shot at sunrise.

Roughedge Instructor M. D. Anschutz delivered two young motormen-in-the-making to this division this week, and two motormen line instructors are busy teaching them the straight and narrow path. Motorman Line Instructor F. M. Barry has one of the students and Motorman Line Instructor M. Brownbridge has the other.

Conductor Paul Huppert acclaims himself and Conductor G. W. Wagner as the champion heavyweight, long-distance and endurance pinochle players of this Division, so last Monday he asked Ye Scribe to stand by and he would show him just how it was done. The Scribe stood by and saw these self-acclaimed champions licked to a frazzle by Motorman John Herschall and Conductor R. P. Leduc. Paul's alibi was, "I am a little off color today."



Shops

JACK BAILEY

Bill Sweetingham of the Fender Shed, will be away some few weeks, due to an operation to be had just after Thanksgiving. Just one more good dinner.

Harry Longway, Truck Shop Foreman and Truckman Roy Baxter made a week-end trip to parts unknown. Nothing like getting Christmas cheer early. Toys for the kiddies, of course.

E. G. Sundeen, Truckman, heads the sick list.

Wanted by Truckman Glen Webber, one box of matches.

Carpenter M. Langlois has returned to work looking fine after being off on the sick list for about ten days.

Frank De Baum, Section Two Storekeeper, and some friends spent the week-end shooting ducks at Kenshaw Lake. Fourteen ducks hit the mud.

Carpenter J. H. Miller wishes to thank all his friends for their kindness and sympathy shown him in the passing of his wife.

J. J. Tolin, Blacksmith, just learned that pie goes with the regular dinner and costs nothing. Tolin eats pie now whether hot or cold.

Bob Ballard, Blacksmith, might give us a tip on the lucky girl. It won't be long now.



Division Two

E. A. MOXLEY

Conductor F. W. Bray resigned several months ago to try railroading in Arizona, but reported for duty at Division Two Tuesday. He says the extra board looks very lengthy, but it might not take more than two years to reach the top.

Car 2501 has been put into service on Line "S" and has caused a lot of comment. One man said he wanted to pay ten cents, as he saved five cents wear on his pants. Another favorite expression is "All this for a nickel?" The ladies seem to be especially pleased. The only person not favorably impressed is one who has just touched a match to a perfectly good cigar, but when he slides into a nice soft seat he soon forgets his worries.

Traveling Instructor G. F. Miller spent the greater part of last Friday at this division putting the boys through their paces on multiple unit equipment. Any of you boys who have not taken your examinations will profit by watching the bulletin board to find out when he will be here again.

The end of the month is drawing

around in a hurry and if you have not had your time piece put through the third degree it's high time you were giving it a chance.

W. Payne, the hard working conductor on the "V" Line at night, has been granted thirty days in which to rest up for the Christmas rush.

Only a few more days to run up our witness average, so do the best you can, boys, and if not able to reach first place, let's be "darned" close, anyway.

Several of the boys were lucky enough to horn in on two Thanksgiving dinners this year. Tuesday night a turkey dinner was given in honor of Ed Lloyd, formerly a conductor at this division and at present on the retired list, at the South Park Masonic Lodge. In looking over the many present, Division Two was well represented.

H. A. Chaudoir returned from a thirty days' leave spent in Brussels, Wis. Thought he had better get back before he got caught in a snowstorm.

Motorman L. L. Smith has been granted thirty days to rest up and prepare himself for the Christmas rush.



Division Three

L. VOLNER

Conductors P. C. Stebbins and H. C. Heinritz, both on leave from this division, trying out for the Police Department, were recent visitors. These popular boys, we are glad to note, are making good in their new work and like others who have entered that department in the past, they, too, realize that the training received on the Los Angeles Railway cars stands them in good stead.

LESS ACCIDENTS AND MORE WITNESSES IN 1928.

Motorman J. D. Messick started Tuesday on an extended duck hunt, which will end next Sunday evening.

On the 18th, Conductor F. C. Mead celebrated the twenty-fifth anniversary of his discharge from the Army. This was also his brother's wedding anniversary.

Thanksgiving, with its turkey and trimmings and, of course, the regular menu of the ham and pork chops and other well-known edibles was heartily enjoyed by all in the vicinity of Division Three.

Next Thursday, December 1st, marks the beginning of the next fiscal year. Begin the year with the resolution that if there is anything coming, when next November comes to an end, that you are going to be in the front row and participate in anything that is to be given out. Others are able to maintain a clear record because they do not violate the rules put out by the Company, and it should not be a case of "I would be one of the top ones if they hadn't caught me." Don't break the rules and they can't catch you.

There are a few days left to register your watch.

Sometime ago Motorman E. C. Kelso went to Mulhall, Okla., to attend his brother's funeral. He now writes it will be impossible for him return, so sent in his resignation.



Division Four

C. J. KNITTLE

Conductors R. W. Dix, A. Norman, O. J. Palmer and R. W. Mitchell made another raid on the blue Pacific, Friday, November 18, and abducted about seventy-five pounds of rock cod and mackerel. Five sharks, each measuring about five feet, also left home. Conductor J. W. Nelson was invited to go along, but he felt he could not spare the time. That afternoon he missed out on his last half and landed on the rock pile.

E. E. Roffee, popular Night Clerk, spent last Sunday hunting rabbits near Rosamond. He brought back seven.

Clerk Elmer Ellis almost had a dent put in his reputation last Friday. The Burbank Theatre's publicity man came in and asked for him, but he had gone home. Mr. Boyd suggested he leave a message. The man replied he had none and handing a stack of passes to the foreman, asked him to distribute them to the trainmen. "I just wanted to say 'hello,' to Mr. Ellis," he remarked in parting, "He is one of our regular customers."

It will interest Division Four trainmen to know that the tailor shop at 902 West Pico is operated by Freddie Cunningham, recently a motorman of this division. Freddie left the service last summer following an accident which cost him his left eye. He was vacationing in Sacramento Valley at the time.

Safety Operator Y. W. Waldrop resigned during the past week to try out a position in the postoffice.

Conductor C. B. Southwick has been granted thirty days' leave to visit in Steracoom, Wash.

Motorman C. A. Evans is on a fourteen days' leave to try out a job as stone cutter.

Safety Operator A. H. Parrott has taken a seven days' leave to make a trip to San Francisco.



Division Five

FRED MASON

Well, boys, now that all the turkeys have been masticated and digested, at least we hope they have been digested by this time, and Thanksgiving Day has passed, we now have Christmas to look forward to. Just twenty-four more days to do our Christmas shopping in, approximately 14,400 minutes. Don't lose a minute.

Motorman A. J. Spohn writes us from Piedmont, Wash., and from the tenor of his letter he is living the life of a hermit up in that part of the country. Says he is having a good time, however, and wishes to be remembered to all the boys.

When everybody had their necks craned last week looking up in the heavens, Cashier Roy Banks was on his way to work. He stopped and asked a newspaper boy what everybody was looking at and the kid replied, "Venus." "De Milo?" asked Roy. "Naw," replied the kid, "de star."

Little old "Boston" Safford, our Afternoon Clerk, was off all last week on vacation. Outside of going to the Orpheum last Monday, nobody knows where he went, so there may be a woman in the case.

Don't forget that on Thursday next, December 1st, 1927, you are starting out with a clear record. Keep that white spot white.

How's your watch running? Just three more days and don't forget to sign the sheet.



Motor Coach Division

ELMER WOOD

Conductors V. G. Smith and W. O. Evans returned a few weeks ago from a ten days' leave of absence, in which they drove to Seattle, Wash., and bought a special built biplane. On the way home "Vic" burned up the highway while Evans sat in the cockpit and looked for places to land. Both boys are ex-pilots and are having a great time with their new playmate. Last Sunday, Operator L. W. Walters, who is also an ex-pilot, took a hop and enjoyed it immensely. After the boys have revived their talent in landing the plane, where and how they want to, they will be ready to take some more of their friends up and give them a thrill; ask "Doc."

Joe LeProhn, Assistant Foreman, was off on seven days of his vacation last week.

Operator H. H. Houseworth cheated some poor extra man out of a run last week by working the back end while he cured his cold. His Conductor, R. B. Dwyer, sat at the wheel and tried to keep the Coach on time.

Operator D. H. Weaver was on the sick list last week with stomach trouble, but is able to call for his train run this week.

Garage News

D. McCarthy, Mechanic on the Third Shift, was transferred to the Second Shift. Otto Vendent and R. M. Glassburn are new men on the Third Shift.

H. Webb, Mechanic on the First Shift had a bit of hard luck. He found a hole in one of the cylinders in his Studebaker, which he recently traded his Buick for. Harry received sympathy from the Superintendent of the Garage.