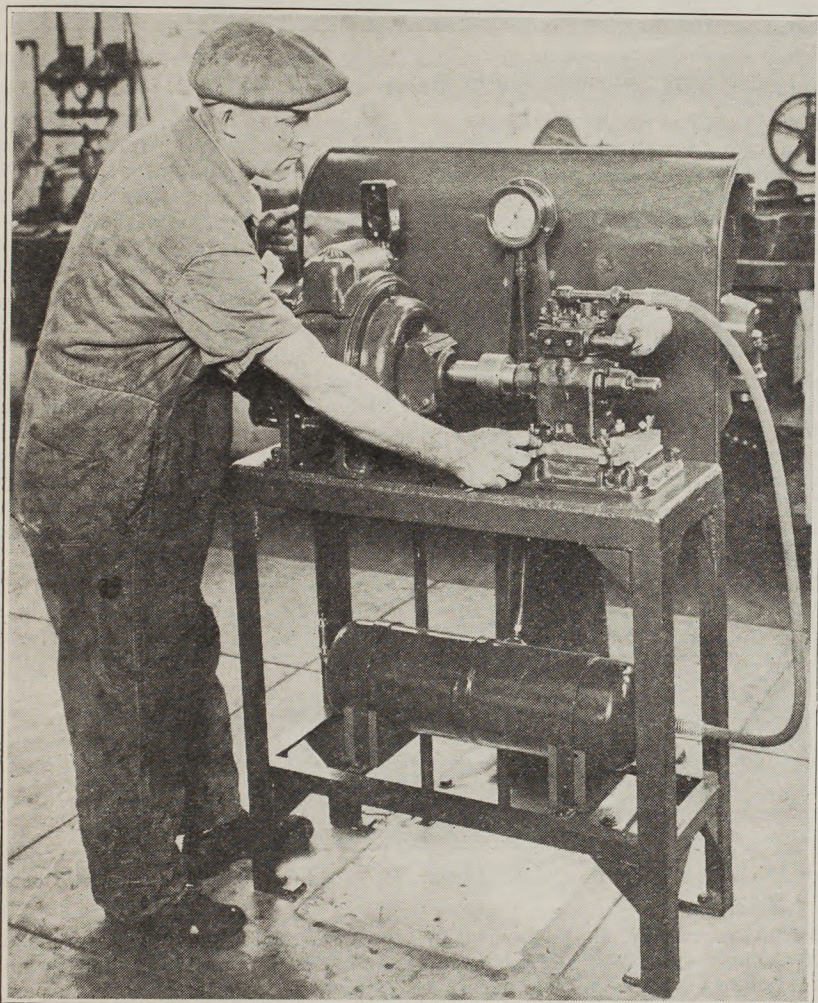


New Compressor Tester



This week we are giving you a close-up of the new machine used for running and testing air compressors for motor coach air brakes.

This piece of mechanism was designed and built by the Engineering Department of the Railway and installed in the Tool Room of the Garage at 16th Street.

The motor used has variable speeds so as to break in new bearings, tight pistons, etc. The tank underneath is 7 inches in diameter by 24 inches long, and has air capacity of one-half cubic foot. Gauges are used on the tank to check the capacity at various speeds.

It is equipped to take care of three and six-foot compressors and these units can be given the same working conditions they would receive while in service on the coaches. However, the tester eliminates all guess-work and every unit is in proper working order before it is put on the motor coach.

George Baker, Mechanic, who is seen at the throttle of the machine, rebuilds air compressors from stem to stern and sees that they are in proper working condition before they enter service again.

Just About an Even Break

There is a slight decline in the number of complaints for Discourtesy for the month of January over December. There were 40 complaints received in December, 1927, and 36 in January of this year.

Starting Car Too Soon took an upward trend—10 cases in January as against 4 in December; Carrying Passengers Past Stop increased three, 4 in December and 7 in January and Dangerous Operation—one more in January than in December.

All in all, it was about an even break, 105 complaints being recorded in December, as against 107 in January, 1928, or an increase of 2.

Commendations Increase

As for commendations, there is a decided increase. There were 42 received in December as against 62 in January, or an increase of 20.

Crossing Renewed

The Engineering Department has a gang of men at work at 11th and Grand renewing the intersection with standard equipment.

Three Divisions Pass Seven Mark In January

If concentrated effort and cooperation mean anything, it looks as if 1928 is going to be a banner year in the securing of witnesses per accident, according to the January report. Three Divisions went over the top with seven witnesses per accident.

Division Four heads the list with 7.88; Division Three is close on its heels with 7.79 and Division Two closes up on the two leading Divisions with 7.34. Division One fell in the cellar from third place in December 1927, and Division Five dropped from second position to fourth.

In comparison with January 1927, it will be seen that each Division is making special effort to establish a record for 1928. This is how the months of January 1927 and 1928 compare from reports submitted by the Claim Department:

	January 1927	January 1928
Division One	5.23	6.45
Division Two	6.42	7.34
Division Three	6.08	7.79
Division Four	7.18	7.88
Division Five	6.75	6.80

Now that January is off with a good start, how about February? Also is Division Four going to lead this month? Get busy, fellows.

B. O. Reports Cause Protests

The Editor found John Collins, Supervisor of Safety, deeply engrossed in a number of reports on accidents. In the course of the conversation Collins stated:

"For the past two months, a great many men have protested the loss of their safety on accidents classed as preventable. If an accident occurs at a known dangerous place—a street protected by school signs or slow speed signs—and if the front of the car is involved, it is, in nearly every instance, classed as preventable. Just as soon as the trainman recognizes a place as dangerous, he is capable of making that place safe.

"In ninety-nine cases out of a hundred, where appeals are made by the men making the reports, the information given is not consistent as to how the accident occurred. Possibly this is so because most of the men fail to answer the questions on the accident report properly, either through hurry or carelessness.

"The question on the accident report 'Speed of Car' means the speed of the car at the time you applied the air to avoid the accident or the speed you were going about three to six seconds before the accident occurred. It does not mean the speed of your car when the object was struck.

"The next question 'How far (in feet) was car away when party stepped (or drove) on track?' means just that. It does not mean how far were you away from the party when you first saw them."

Collins then read two reports. On one report the speed of the street car was given as eight miles an hour. An automobile crossed at right an-

Division Meetings

There will be a series of Division meetings during the week of February 13th, which will be conducted by the Claim Department. The lineup is as follows:

- February 13th, Division Three.
- February 14th, Division One.
- February 15th, Division Two.
- February 16th, Division Five.
- February 17th, Division Four.

There will be three meetings daily, one at 10 A. M.; one at 2 P. M., and one at 8 P. M.

Seville Completed

Track work has just been completed on Seville between Florence Avenue and Olive Street, Huntington Park. Eighty-seven pound rail and four inch macadam paving were used on this job.

gles—was on the track fifteen feet ahead of car—was struck and stopped in fifty feet. The other report is about the same only the car stopped ninety feet after accident. "As a matter of fact," said Collins, "the automobile did not get on the track ahead of the car in either instance, but ran into the rear steps of the cars before they cleared the cross street.

"There is no reason for a man not knowing how to make out a report of something that has happened," continued Collins, "the questions are not to catch or trick, but for the purpose of conveying definite information to the Claim Department so that they may have a clear understanding of what happened. An accident classed as preventable means that we can train a man to avoid that kind of an accident, but he must make an effort to follow the instructions."

~ TWO BELLS ~

Published Every Saturday by and for Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

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

A Man For The Ages

THE life of Abraham Lincoln is romance. It is the story of a boy who rose from the humblest beginning and with very little help except his own efforts, added to the inner fineness of his character, attained the highest honor and place that can be bestowed upon a citizen of the United States. It is the story of a boy and man who held his ideal close to his heart and drove a straight course toward what he believed the good of his Country.

It is the story of a man so fine, so true, so brave and so big that he won the respect and allegiance of his strongest political enemies. It is the story of a man burdened with the life and death struggle of his Country, whose heart was given undivided to its good and who, at the same time, gave his sympathy and love to all who brought their cares to him.

Of all that could be said and has been said, the humanness of this great man is the most outstanding feature of his character. He had the ability to see both sides of any issue and to put himself in the place of the one opposed to him. With all the cares and honors which he bore, he never lost the intimate touch with those whom he contacted. He was first and last a great and noble man, whose very nobility lay in his simplicity and love of mankind.

The span of life which began in a pioneer's cabin near Hodgenville, Kentucky, February 12, 1809, and ended at Washington, D. C., April 15, 1865, was short in years, but full to overflowing in accomplishment. The life of Abraham Lincoln, the sixteenth President of the United States, will ever be an inspiration to all.

Legal Question Box

Q. What are the requirements necessary in the signing of a lease where the lessor or lessee, or both, are a corporation?
A. H. M.

A. Resolutions by the Board of Directors, evidencing authority for the signing of the lease and a copy of such resolutions must be attached to the lease, also the corporation seal must be impressed on the lease and the resolutions of the Board of Directors.

Q. Does the failure of a property owner to present written objections to any change in grade bar recovery of damages therefor?
R. W.

A. Yes.
Q. When you buy an automobile and sign a contract to pay for it in so many months, can you quit paying and return the machine if you don't want it?

Can the Automobile Company garnishee your wages for the amount of money they lose when they take it back and re-sell it?

A. (a) The Company can either sue you upon the contract for the full amount or take the machine back and sell it and sue you for the difference between what they get for it and the contract price to you.

(b) No, they can not garnishee your wages as an automobile is not one of the necessities of life.

Q. Who pays the expenses for settling an estate?
R. A.

A. The fees of the attorney, the commission of the Administrator or Executor, and expenses of administration generally, including tax, and Federal estate tax, eventually are paid by the heirs. Fees and commission of attorney and administrator or executor are fixed by law.

Q. What is necessary to make a mortgage lien prior to the claims of subsequent purchasers and encumbrancers for value and without actual notice of it?
V. T.

A. That it be in writing, duly acknowledged and recorded as required in the case of grants of real property.

Gratitude

I've never known a dog to wag
His tail in glee he did not feel,
Nor quit his old-time friend to tag
At some more influential heel.
The yellowest cur I ever knew
Was the man that loved him, true.

I've never known a dog to show
Half-way devotion to his friend;
To seek a kinder man to know,
Or richer, but unto the end
The humblest dog I ever knew
Was to the man that loved him, true.

I've never known a dog to fake
Affection for a present gain,
A false display of love to make
Some little favor to attain.
I've never known a Prince or Spot
That seemed to be what he was not.

And I have known a dog to bear
Starvation's pangs from day to day
With him who had been glad to share
His bread and meat along the way.
No dog, however mean or rude,
Is guilty of ingratitude.

—Detroit Free Press



BOUQUETS



They said it with flowers for the men of Division Two during the month of January, 1928, Superintendent Dickey's men standing in first place for the number of bouquets received. It might be interesting to glance down the relative positions of each Division:

Division Two	32
Division Three	24
Division Four	14
Division One	13
Division Five	7
Motor Coach	4
Total	94



Left to right: Conductors O. V. Saylor, B. R. Bettell, Motorman J. M. Luddon, Conductors A. A. Shewmaker, R. P. Messersmith, E. E. Fogle, D. D. McClurg,

For Conductor O. V. Saylor of Division Two from Miss Mary L. Chase whose letter is quoted: "He very kindly loaned me car fare when I had forgotten my purse and was so nice about it that I want to thank him especially."

For Conductor B. R. Bettell of Division Four from Mrs. H. Gordon Badger for his kindness in lending her car fare.

For Motorman J. M. Luddon of Division Two from L. C. Watkeys for starting and stopping his car without jolting and for announcing streets in a clear and distinct voice. Mr. Watkeys' letter concludes: "As an old railroad man I like to encourage efficiency."

For Conductor A. A. Shewmaker of Division Two from Miss Nancy Stephenson for his very kindly courtesy in helping an elderly woman off the car and to the sidewalk. Miss Stephen-

son says: "In this busy, careless world it is heartening and refreshing to know that there are such people as No. 2604 in the world, and they should know that they are appreciated."

For Conductor R. P. Messersmith of Division Three from Mrs. Esther Sel-domridg for his very kindly courtesy in assisting a blind colored man who was on his car.

For Conductor E. E. Fogle of Division Three from W. T. Shaw whose letter reads, in part: "He calls out the streets clearly and distinctly and seems to be a courteous and good natured sort of chap. Two qualities, I need hardly say, which are necessary in contacting the public."

For Conductor D. D. McClurg of Division Two from Maurice Jenkins for his very efficient manner of performing his duties and his unflinching courtesy.



Left to right: Conductors L. F. Barnes, H. F. Hames, J. B. Keenan, P. Casserly, A. B. Hughes.

For Conductor L. F. Barnes of Division Three from W. P. Hubbard for his kindness in carefully assisting a blind man from the car and safely to the sidewalk.

For Conductor H. F. Hames of Division Four from Mrs. Dorothy Woods for service and courtesy. Mrs. Woods says: "It is very hard to find a conductor who, in the crowded hours of evening, is as courteous and helpful as No. 1596 was a few evenings ago."

For Conductor J. B. Keenan of Division Three from Miss Emma R. Gregory for his thoughtful courtesy in asking a man to give up his stool for a

woman with a heavy baby in her arms, and later in assisting her to alight. Miss Gregory's letter says, in part: "I ride on some car line about five days out of the seven and I have never had any discourteous treatment shown me."

For Conductors P. Casserly and A. B. Hughes, both of Division Two from J. M. Mack for their courtesy to passengers and especially for their helpfulness to elderly people. Mr. Mack writes: "I certainly am satisfied with the service given me by the men of the LARY Company. A fellow appreciates good service."

The meanest man today is the husband who'll shave the back of his wife's neck with the razor she's used to sharpen a pencil.

The lady: "Has anybody ever offered you work?"

The tramp: "Only once, lady. Apart from that I've met wiv nothink but kindness.

Ted: "I saw a man swallow a sword!"

Sam: "That's nothing, I saw a man inhale a camel!"

He: "I'm a little stiff from bowling."

She: "Where did you say you were from?"

They grinned when the waiter spoke to me in Greek, but their laughter changed to astonishment at my ready reply.

"I wanna rosta bif san'wich, str-r-romberry pie, two cup skawfee," was the simple and clear statement I made without hesitation.—Life.

Decius: "Hail, Petronius!"
Petronius: "Hail, h—ll! Them's ashes from Vesuvius."

"You're a man after my own heart," said the watermelon as the dusky ducky thumped it affectionately.

A wise man thinks all he says, a fool says all he thinks.

Bulletins

ISSUED FEBRUARY 4, 1928

Street Car

NO. 10—NOTICE TO CONDUCTORS

Until a new supply of Exchange Checks, Form Exc. 2, can be provided, conductors in issuing same will put a punch mark through the name "C. V. Means," as an indication that the Exchange Check was issued in the year 1928.

NO. 11—NOTICE TO TRAINMEN

Several cases have been noted wherein trainmen have built fires on cars, evidently at terminals and late at night, resulting in the woodwork and floors of cars being scorched or badly burned.

Any trainman apprehended in so doing will merit immediate dismissal from the service.

NO. 12—NOTICE TO CONDUCTORS

Pass No. 4819 issued to A. J. Carhart, Conductor Division No. 2, reported as lost in Bulletin No. 4819, has been recovered.

NO. 13—NOTICE TO CONDUCTORS

The following Firemen's Pass Books are reported lost:

No. 38425 issued to Fireman Royce C. Wheeler.

No. 39016 issued to Fireman W. W. Shelton.

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

NO. 14—NOTICE TO CONDUCTORS

Pass No. 1229 issued in favor of J. Rollyk, Welding Laborer, Track Department, is reported lost.

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

P. B. Hill

Motor Coach

NO. 11

Conductors of Double Deck Coaches are required to remain on the rear platform of the coach between 5th & Hill Streets and Park View & Wilshire Boulevard at all times when their duties do not require that they should leave it.

Stan Frankel

Former Secretary Returns

Feeling the urge to again be with her former friends and co-workers, Mrs. Lois Frame, has resumed her position as Secretary to Mr. Anderson, Manager of Transportation.

Mrs. Frame left last March to join her husband who was then engaged in business in the oil fields in Texas, but the call of California was too great. Her numerous friends are glad to see her back in the position of secretary-clerk-stenographer-greeter.

Miss Todd, who has been acting as Secretary to Mr. Anderson during Mrs. Frame's leave of absence, has returned to the Publicity Department, where she was formerly employed.

J. M. Drogus Passes

J. M. Drogus, a well-known figure around Division Three for a number of years, passed away on February 1st at the General Hospital.

John Drogus started with the Company as Motorman at Division Three on February 23, 1917. He was appointed Temporary Flagman on July 24, 1927 and Permanent Flagman on December 1st, 1927, which position he held up to the time of his death.

During his length of service Drogus made numerous friends and his passing will be felt by all who knew him.

Rapid Transit Street Cars Speed Up Detroit Traffic

In the home of the automobile, Detroit, an interesting experiment is being tried out, which indicates possibilities of rapid transit without the heavy investment required for subway or elevated construction.

The speed and efficiency of street cars on the surface is increased by running an express schedule of more than 18 miles per hour, making only five stops in a distance of 4.15 miles.

Surface rapid transit has been established on Jefferson Avenue, a main traffic artery from the business district. This street is approximately seven miles in length and the average width in the express zone is 90 ft. from curb to curb.

This service has been in operation for more than three months. A speed of more than 18 miles per hour is easily maintained even during the rush hours, against a former average speed of less than 12 miles per hour.

Traffic congestion has been materially reduced on Jefferson Avenue, though the total volume of vehicular traffic has increased due to the speed with which the traffic stream moves on this street.

Owing to local conditions, experts who are watching the experiment in Detroit do not believe that the full possibilities have been developed of such a service from the standpoint of speed, frequency, or attractiveness to passengers.

One tendency which has been observed as a result of the expedited car service is that of passengers who drive their automobiles to express stops and leave them parked while they continue their journey to the business district by street car.

On the whole the service is proving popular with the riding public and the press is quite favorable.

W. E. Griffis



Conductor W. E. Griffis, whose likeness appears herewith, is one of those individuals who causes steady work for the stenographer at Division Four. It's a regular thing for Griffis to receive twenty credits every month for Courtesy and Safety, and as far as records go, he has one of the best looking at that Division.

Griffis started railroading in 1903 as a Pullman conductor in Richmond, Indiana. After two years he resigned and moved to Salt Lake City, where he worked for one year in the Salt Lake Railroad shops. Still not satisfied he came to Los Angeles where he went to work for the Company in September, 1906.

He is a steady, consistent worker, and for recreation likes nothing better than to crank up the old stem-winding flivver, pile in with the family and head for the tall timbers in the surrounding mountains.

"No, No Nanette"

For the week of February 6th, "No, No, Nanette" will be given at the Shrine Civic Auditorium on West Jefferson Street by the Al Malaikah Temple.

Following "No, No, Nanette," "The Chocolate Soldier" will be presented for the week beginning February 13th.

If you wish to avail yourself of the reduced rates, get in touch with C. V. Means, Traffic Manager, who has only a limited supply of special rate coupons on hand.

A Little Surprise

A very agreeable surprise was sprung last Tuesday on Mrs. Blanche McCormick, former Secretary to Mr. C. A. Henderson, by her many friends and co-workers on the occasion of her leaving the service of the Company.

Some thirty-five well wishers of Mrs. McCormick, crowded into the office of the Secretary-Treasurer to hear the presentation speech given by Mr. Henderson and to see Mrs. McCormick blush. A handsome traveling bag, a five-pound box of chocolates and some gold coins were among the gifts given by her friends.

Division Assignments

To Division One: Motorman P. E. Gailey, Conductor E. H. Hatchett.

To Division Two: Motormen G. A. Stedman, O. Wilson.

To Division Five: Motorman R. S. Wilson, Conductors R. Clark, H. V. Rock, J. A. Gauley, Y. W. Waldrop.

Boy Musician



Introducing Perry M. Leatherbury, Jr., musician-at-large, and son of Flagman P. M. Leatherbury.

Perry is quite an accomplished cornetist, having played in school and church bands for about two years and is at present playing in a branch church of the Angelus Temple at North Broadway and Sichel. He has played on several occasions at Angelus Temple at Echo Park as soloist.

He is at present a student at the Hillside School at Avenue 35 and Griffin. Perry is eleven years of age. Besides playing the cornet, he is pretty well advanced as a pianist, following in the footsteps of his mother who is a cornetist and pianist and who has been instructing Perry ever since he was big enough and had lung power enough to make a noise come out of a trumpet.

For Sale

Forty and Eighty Acres, irrigated, near Yuma, Arizona, suitable for rice, alfalfa or pecans, \$105 per acre, easy terms. B-167.

Wardrobe Trunk, good condition, very reasonable. B-168.

Three-piece Velour Overstuffed Parlor Suite; also Victrola and 75 records; good condition; snap. B-169.

To Board

Will take boy to board, reasonable, age from five to nine years. B-170.

Employment Force Busy on Lists

The Employment Department has been the scene of much activity during the past month where Master and Division Lists have been re-checked and made.

A new general seniority list is first in order for the year, followed by the individual lists for all divisions, copies of which are sent to each Division, General Offices, Paymaster and all other departments and persons affected. A quarterly check is made of all seniority records and all men assigned their new general and division seniority numbers and all divisions and departments supplied with the revised lists.

In addition to the train service personnel, separate records are kept of those who are temporarily or regularly appointed to various occupations. Records are also kept of men who are on leave of absence, sick, etc., and in all these cases records are checked daily and reports sent to the General Office, in addition to the regular personnel report which goes to many departments each morning.

Now You'll Get Information

Miss Ethel Layton, who presides at the Information Desk in the Ticket Office, must carry a rabbit's foot with her. Yes sir, she's lucky, and how? Well, together with about twenty other Travel Bureau Girls, representing various companies interested in traveling, Miss Layton was guest of the Pioneer Stages Company on a recent trip to the Yosemite Valley. They had a wonderful trip, were treated royally, and if you want to hear all about Yosemite Valley in winter—see Miss Layton.

C. D. Clark Leaves Hospital

The many friends of C. D. Clark are glad to know that "C. D." is now home recuperating. He was taken from the Good Samaritan Hospital last Thursday where he has made steady progress since the operation. His home address is 852 West 51st Place—visitors welcome.



Division Five

FRED MASON

Motorman P. G. Atwood, who has been on the sick list since last August, is now confined in Ward No. 370, General Hospital, and would appreciate a visit from any of the boys.

Motorman F. P. McMurphy is another old timer who will be off for some time on account of sickness and would like some of the boys to drop in. Mac lives at 6634 Fourth Avenue.

The Underdown brothers D. M. M., and S. A., are taking a week off and taking a trip to Paso Robles.

We regret to announce that Conductor R. D. Willis's father passed away last Monday and Willis has been granted ninety days leave of absence to take a trip back home to Neodesha, Kansas.

Mr. R. S. Bliss will be at this division on the 6th, 7th, and 8th of this month to register voters. If you don't choose to run you can register just the same, so register, boys, register.

Conductor Casey Jones is sporting a brand new "Chevy" Sedan, but the slow motion breaking in stuff has got his goat.

Motorman A. W. Palmer got his stops mixed up when driving his machine home in the wee small hours of the morning. He made all street car arbitrary stops but forgot to make just one boulevard stop, but that was enough. Five dollars.



Shops

JACK BAILEY

Electrician Joe Schnell, and friends proclaimed themselves hardy mountaineers and hied to Camp Idyllwild over the week-end.

J. D. Naudack of the Truck Shop left the organization to take up bachelor duties on his ranch in Arizona. (This is Leap Year and we boys must not be tempted).

Truckman W. W. Morgan was in that particular blissful state of mind that usually overtakes him upon saying: "It won't be long now" when one day he asked one of the boys where his Airedale dog had gone. Now, if Truckman J. Glynn did not get the drift he did get a hair cut.

The Truck Shop was surprised to have E. G. Sundeen walk in on them after being sick for some weeks.

We have Carpenter Charles Clegg and Electrician Frank Arden first on the vacation list for 1928. Charles will take the month of February to finish up some business in San Francisco. Frank will spend the first half of February at home and resting up. Maybe he will finish that correspondence course in swimming.

Our friend, V. W. Lee of the Store Department, is confined at his home on account of a severe attack of tonsillitis.

Ben Bradfield, Store Foreman, from all indications is an honorary member of the "White Socks."

Truckman Paul Abbey is taking full advantage of his new home, being only three blocks away from the Shops. We are led to believe his wife traded his racycle for two alarm clocks, but that don't mean a thing to Paul.

Millman G. Neuschwanger has been off a few days on account of illness.



Division One

H. N. COLE

The men around the office and a number of trainmen were singing "Bermuda in Sweet Onion Time," and "A Rose By Any Other Name Would Smell Just the Same," the occasion being the distribution of two one-hundred pound sacks of onions that Motorman L. G. Nethersole picked up somewhere, turned in and which were never claimed. Several of the fellows have been eating onions three times a day ever since, and the rest of us know it only too well.

Motorman L. T. Riley has resigned to take up a laundry route in Huntington Park. He bought out the route with four trucks and is doing a big business. We all wish him much success.

Conductor W. A. Lear has resigned and is engaged in reading water meters. You who are on his route are advised to insist on good service, plus.

Conductor L. I. Kiser has taken thirty days off to attend to some business.

Conductors C. M. Braem and E. H. Hatchett, both of whom resigned about six months ago, are back with us and look happy.

"This car wouldn't take to Eleventh

and Hill will you?" "Certainly, madam, we will not," replied Conductor E. H. Sandburg.

Speaking of traffic men, have any of you noticed how puffed up with pride they are since their pictures appeared in last week's Two Bells? Their shoes are shined and their hair slicked back and their clothes are spick and span, and everything. It was a good picture and they have a right to feel good.

Motorman G. Arnold has taken a few days off to go to Oakland on business.

Motorman C. H. Doyal is off for thirty days and has gone to Oakland on business, some business city, that.

Motorman A. L. Tucker, Extra Transfer Clerk of the "N" Line, has bid in a day run on the same line.

Conductor J. N. Merritt who had a day run on the "R" Line has bid in a night run on that line.

Conductor F. R. Nye of the Mail and Register car, who has been on the sick list for two weeks, has returned to duty.

Conductor D. L. Wieland has returned to duty after being off sick for sixty days.



Division Two

E. A. MOXLEY

Motorman J. F. Price was called to Denver the fore part of the week, because of the death of his mother. The boys of this Division extend their heartfelt sympathy.

Conductor C. E. Lange was taken very sick on his car last week and has been at home ever since, and is not doing so good.

George Doerflinger is at home with another boil on his nose. He was off with one several weeks and came back to work and started to raise another in the same place.

Conductor J. C. McKasson laid off for several days, and while off had the rest of his teeth pulled out. He will be lining up for soup now for several days.

Motorman E. W. Lyon, Conductor O. C. Deniston are laid up at home with bad colds and coughs.

Conductor Al Bristol made a trip to the hospital last week and had his tonsils removed. The knife must have slipped for we haven't seen him since.

A stranger came up to the window Wednesday and asked for Joe Wear, saying he had been in the army with him. Joe happened along about that time and took him in tow before he had a chance to tell what a good soldier Joe had been. Something must have happened that Joe wants to keep a dark secret.

Conductor H. G. Evans was off a couple of days last week, which he spent in Pasadena. He says the Five Dollar fine for failing to make a Boulevard stop wasn't so bad, but the hardest part was the two days for "sassing" the cop. He says it will never happen again, and that he hopes it rains in Pasadena all New Year's day next year.

Conductor M. Taylor, the drummer in the Orchestra, says he's never been pinched in his new Chevrolet, but has been slapped several times.



Division Three

L. VOLNER

Conductor W. H. Deskin has returned from a sad mission to Albuquerque, New Mexico, where he was called on account of the death of his father. He is glad to get back in the land of sunshine, for he found it very cold in New Mexico.

Conductor N. W. Simmons has gone to his ranch near Hemet to get ready for spring planting.

This is a short month, let's have fewer accidents and more witnesses and get first place, which we lost during the last days of January.

Conductor L. F. Wirtz has resigned to try Northern California.

It is rumored around the barn that a motorman some times called "Kelly" has the pipe of nine years seniority, lost by Conductor Harry Beals. Might be O. K. for Mr. Beals to try and locate this "Kelly."

E. J. Gentry and H. O. Willis, both former employes, were renewing old acquaintances after an extended trip through Texas.

J. W. Allen, Clerk, is going to be busier than a one-armed paper hanger with the hives, seeing that all members of Division Three are registered.

Motorman D. E. Young has blossomed out as a bridge player. Pinochle is getting too tame for him. He seems to be trying to become a social bud.

It is a well known fact that Motorman-Line Instructor G. V. Hopkins, is quite a radio fan, having one of the best sets on the market, but he also has another hobby of which he is very proud. Get him to tell you about his parrot.

Instructor Grant Clear, signed on the dotted line a few days ago and he expects his new four-door Ford sedan about May 5th.

Ex-Motorman J. M. Drogus of this division, passed away on February 1st at the General Hospital.



Division Four

C. J. KNITTLE

(E. E. Johnson, batting for C. J. Knittle.)

"Hello, what are the chances of getting off my last half?" Such were the greetings from Operator C. W. Allen, over the phone Wednesday morning to Clerk Ellis. C. W. has spent some time in the hospital and took this method to let his friends know that he is now at home, and will soon be back on the job running the Gage Street Shuttle.

Motorman A. G. Randolph writes from Phoenix, Arizona, where he is regaining his weight and health that he is doing nicely and sends his best regards to all the boys.

Wednesday morning we had the pleasure of a very distinguished visitor from Division Three, in the person of Instructor Grant Clear.

Switchman Frank Ervin says the skiing and skating at Big Bear is great, as he spent last Saturday and Sunday there watching some of the other visitors to this playground enjoying the sport of being pulled around the lake behind a speeding automobile.

This makes Foreman B. B. Boyd think he will try and stand the cold and snow at Big Bear, next Sunday and toss a few snowballs.

It has been going around that "Doc." Blades, is organizing a gun club, to improve the aim of some of the rabbit hunters at Division Four, who have wasted several perfectly good shells at the fast running jack rabbits out on the Mojave Desert.

Conductor G. K. Webb, is sporting a new Essex coupe.



Motor Coach Division

ELMER WOOD

Conductor, Relief Cash Receiver, and Ye Scribe's Star Reporter V. G. Smith (How's that for a title?) just naturally became tired of pushing his old Maxwell Coupe around so has burst forth with a new Chrysler Sixty Roadster, which he speeds, I mean spends most of his time keeping polished up so it will attract attention, "And how?"

Conductor S. N. Westby has resigned in an effort to complete a course in journalism at U. C. L. A. where he has been attending part time lately.

Operator J. H. Schnittker has also resigned in order that he may go back to school too. He wouldn't say where so we judge it must be grammar school.

Operator E. J. Minazzi spent last week end at Tia Juana. He has only worked one day (up to this writing) since so it is thought that he tried to drink the town dry, but "You can't do that."

Garage News

R. L. Marshall has resigned to return to Detroit, Mich., where he intends to work for his former employer the Detroit Motor Coach Company.

H. Lock has returned to his duties after being on the sick list for fourteen days. The boys are glad to see Harry back, especially those who took his place.