

Inspirational Talks Feature Meetings

Hundreds of trainmen had the opportunity of listening to some mighty good logic in the talks given by John Collins, Supervisor of Safety, at the meetings held during the past week.

A summary of the "high lights" of Collins's philosophy is given in the following paragraphs:

"The purpose of these talks, as you know, is educational, and the purpose of education is merely to get us to think. In these talks I try to promote different ideas to show the more experienced men—the men who have excellent accident records how they arrived at these records, and the men whose records are not quite so good, the cause, and to give the younger men in the service a little different viewpoint toward life. The men with twenty or thirty years' experience have traveled many times over the path these younger men are starting on. It is not necessary for you young men to wait another ten years to learn that. The purpose of life is growth, the spice of life, adventure, and the joy of life, happiness, and these rest upon the basic principles of safety. A man need not be timid to be safe—all he has to do is to think what he is doing to be safe, plan a little more carefully and concentrate on it. A trainman's code is safety last for himself and safety first for his passengers.

"A man needs to be in good physical condition to carry on his work—a sort of one-man corporation both mentally and physically with his mind as the executive head and his body as his plant. If any part does not function properly he is violating some of the rules and neglect of rules means that things in time will get worse. If one department does not function it affects other departments.

"There are specialists in this line of work the same as in any other to correct faults and to correct faults is far better than to dismiss a man from the service, because dismissal does not correct. A man usually corrects mistakes in operation by having a clear understanding of the rules, but this man can do very little unless he is in the mood to be helped and to fall in line with conditions.

"None of us have money invested in this Company, but many have thirty years of their lives invested. Those men realize that the right way of doing the work is easy and pleasant as it possibly can be, and the wrong way is disagreeable and as hard as can be.

"The only problem trainmen have is themselves. Your mind soaks in what you will let it, and you are continually working under its orders. The man who complains that ordinary work tires him is controlled by his feelings rather than by his intelligence. Center your mind on certain things that you are doing and the body will work unhindered. Constructive thought

We Thank You!

Lee Shippey, clever columnist, whose "The Lee Side of L. A." is a popular daily feature of the Los Angeles Times, included the following article in his column, February 14th:



J. P. Dewey "It's a Pleasure—Dear Lee: Pin a medal on Motorman 717, Pico Heights car 436. The traffic on Broadway was a turbulent rush-hour sea. A man with a cane descended from his car at Fourth, and stood bewildered, tapping the pavement with his cane. Horns blared, bells jangled, sirens screeched, but nobody except Motorman 717 seemed to notice that that man was blind. The traffic signal turned to 'Go.' The traffic cop waved an impatient arm at the motorman, and fifty horns behind him plainly swore. But he jumped down from his car, guided the blind man to the curb—and had to wait till the next bell. W. W."

grasps conditions that are in relation to the thing you are doing. Good health precludes morbid thoughts.

"When an accident happens the motorman blames the other person and the other person blames the motorman, or conductor, as the case may be. Blame yourself, and not the other fellow. Every accident or mistake you make should stimulate your intelligence. It acts one way or the other—constructive or destructive.

"A man can be so trained that he will be warned of impending danger, and by recognizing this warning may avoid the accident by using his intelligence.

"Usually in three days, unless you recognize that you are careless in the operation of your car and act upon it, an accident will result. This may sound silly, but it is a proven fact.

"Carelessness, recklessness and thoughtlessness are the causes of accidents, but are not invincible, so let your intelligence be stimulated by meeting each situation with constructive thoughts. Get your 'safety mind' working and you will be doing a great service to yourself and your fellow man."

Paint Specialists At Shops



Back row: H. E. Gasink, L. D. Richardson, F. J. Foley, J. A. Wilson, H. P. Koster, Foreman; Lee Crump, Assistant Foreman, A. Morales, G. A. Graham, M. L. Bradley.

Middle row: O. H. Kirchhoff, L. A. Morford, E. E. McGrath, H. Bonsall, W. J. Murphy, R. L. Hayes, John Shultz, L. A. Taylor, Chas. Schneider, H. F. Cass, E. Bougher.

Front row: E. Sheffer, Joe Oliveri, C. Caringella, C. J. Artist, C. E. Kester, Chas. Rizuto, R. E. Smith, J. A. Willer, W. D. Taylor, E. O. Medley. Center: C. R. Fisher, Frank Struhs.

Here are thirty-two reasons why street cars and motor coaches shine with brand news suits of fresh paint, and how they shine after these artists of the brush and pot get through with them!

During the year 1927, 497 passenger cars and 46 motor coaches were completely overhauled and supplied with new overcoats. Sixteen cars of the Maintenance of Way Department were also painted.

In addition to this number, 384 cars that were damaged in traffic had to be painted after being repaired, and 307 cars sent to the Shops for change in equipment went through the Paint Shop, bringing the total number of cars and motor coaches to 1250. That means a lot of work and gallons of paint.

This work is systematically arranged under the direction of Foreman Harry P. Koster. Each man is supplied with instructions on what car to paint and where, at the time he goes for his can of paint at the start of the day.

Aside from street cars, all interior painting of the Company's properties is taken care of by Foreman Koster and his corps of painters.

The general painters of the group are: F. J. Foley, J. A. Wilson, A. Morales, G. A. Graham, A. H. Kirchhoff, E. E. McGrath, H. Bonsall, R. L. Hays, L. A. Taylor, E. Sheffer, C. E. Kester, J. A. Willer, E. O. Medley, C. R. Fisher and Frank Struhs; Pencil Men,

or Letterers, L. D. Richardson and W. J. Murphy; Spraymen, H. E. Gasink, H. F. Cass and E. Bougher; Sash and Door Men, M. J. Bradley, Joe Oliveri and C. J. Artist; Touch Up Men, L. E. Morford, John Shultz, and Chas. Schneider; Coach Painter C. Caringella; Sign Painter W. D. Taylor and the boys who know their oil as paint mixers are Chas. Rizuto and R. E. Smith.

Last, but not least, is Lee Crump, Assistant Foreman and pinch-hitter for Foreman Koster.

Demerits for January Show Decrease

There is a very noticeable decrease in the number of demerits in comparing those assessed January, 1928, with January, 1927.

There were two hundred and fifty-eight less in January, 1928—Missout or Missing Relief showing the greatest decrease of sixty-one. Last year the figure stood at 179 and this year at 118.

Car Improperly Equipped dropped thirty-eight demerits, and Failure to Make Safety Stop, fourteen, and so on down the line. The total number for January, 1928, was 595, as against 853 for the corresponding month of last year.

Credits Less

The total number of credits for January, 1928, stood at 337, and for January, 1927, 377, or a decrease of 40.

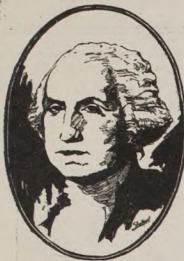
TWO BELLS

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

George Washington



"Here stands the noblest leader who ever was entrusted with his country's life. His patience under provocation, his calmness in danger, and lofty courage when all others despaired, his prudent delays when delay was best, and his quick and resistless blows when action was possible, his magnanimity to defamers and generosity to his foes, his ambition for his country and unselfishness for himself, his sole desire of freedom and independence for America, and his only wish to return after victory to private life, have all combined to make him, by the unanimous judgment of the world, the foremost figure in history."

—Chauncey M. Depew.

Our Foremost Inventor

TODAY terminates "Edison Week," marking the observance of the eighty-first birthday of Thomas Alva Edison, the foremost of all American inventors.

Some idea of the scope of the work of this remarkable man may be conveyed in the statement: "There is not an electrical instrument or an electrical process now in use but bears the mark of some great change wrought by the most ingenious of Americans."

Thomas Alva Edison was born in Milan, Ohio, February 11, 1847. He received very little schooling and at the age of twelve years became a train boy. In gratitude for the rescue of his small son, a station agent taught him telegraphy. Owing to his dislike of routine work, his love for reading and his inventive genius, although remarkably proficient, he lost several positions and finally became known as a "tramp operator."

The sale of a commercial stock indicator made possible the realization of a long cherished dream of establishing an extensive laboratory. Later his health failed and he gave up manufacturing and devoted himself exclusively to investigation and invention. There are more than three hundred patents on his inventions, besides hundreds of changes and improvements not covered by patents.

Once when asked if a genius worked only when the inspiration moved him, Edison answered: "Genius is two per cent inspiration and ninety-eight per cent perspiration." That statement is the keynote to his character. Once determined upon a certain line of investigation, he secures all the information possible from the records of those who have worked along the same lines, so that there will be no chance of duplicating work that has been unsuccessful. He then starts experimenting and the experiments made and the models built are endless. If one experiment shows signs of being successful, he is not elated, but continues work until the experiments are proven until there can be no doubt. Chance, in some cases aids him, but it is untiring work, long hours and unflinching perseverance that are the secrets of his success.

When he plays, he plays with the same singleness of purpose—with his whole heart. He refuses to talk business, think business or in any way be disturbed by thoughts of work.

The ready word of sympathy and kindness will win out, where ugly words for ugly words will increase ill temper and tend to make real what was at first merely a passing shadow.

A cheery disposition is like air in a tire. There really doesn't seem to be much to it, but it makes the going easier and happier for everybody. The rougher the road the more you need it.



BOUQUETS



Left to right: Motormen N. J. Arrington, B. S. Hopkins, Conductors A. Vejar, S. S. Cisney, E. Cox, Motorman H. J. Kahl, Conductor R. G. Teel.

For Motorman N. J. Arrington of Division Five from Miss Patricia Lucille Stevens, part of whose letter is quoted: "He is a gentleman, with an unflinching sense of courtesy and attention to duty. I like the manner in which he brings his car to a stop, and the way he calls his streets. His personal appearance is immaculate from his head to his toes."

For Safety Operator B. S. Hopkins and Conductor A. Vejar, both of Division Four from Mrs. Adda B. Hughson for their courteous and gentle-

manly conduct at all times.

For Conductors S. S. Cisney and E. Cox, both of Division Three from Mrs. B. S. Galloway, whose letter reads: "I would like to commend Conductors No. 376 and No. 3140 for special courtesy."

For Motorman H. J. Kahl and Conductor R. G. Teel, both of Division Four from Mrs. H. L. Love for waiting for her and assisting her to board the car. Mrs. Love is an elderly woman and in hurrying to reach her car, fell. She was most appreciative of the kindly courtesy shown her.



Left to right: Conductors L. O. Eide, C. Voss, Motorman A. S. Mason, Conductor E. E. Sanders, Conductor-Line Instructor F. J. Donnelly, Conductor G. F. Young, Motorman W. A. Stebbins.

For Conductor L. O. Eide of Division Two from F. Keck for his courtesy in helping an elderly crippled woman off the car and to the curb with her many packages.

For Conductor C. Voss of Division Three from Omer Kinion for stopping his car, getting off and picking up a purse dropped by a woman passenger.

For Motorman A. S. Mason of Division Two from Mrs. W. R. Ashley for his courtesy in helping her to alight from his car with a heavy baby in her arms.

For Conductor E. E. Sanders of Division Two from Miss Peggy Earnest for his courteous manner to all passengers and particularly for his respectful atti-

tude in assisting an elderly woman off the car.

For Conductor-Line Instructor F. J. Donnelly of Division Two from Mrs. J. H. Marshall for extending an unusual courtesy to herself and another woman, and the manner in which it was done.

For Conductor G. F. Young of Division Four from H. S. Robinson for his kindness in paying his fare when he had left his purse at home.

For Motorman W. A. Stebbins of Division Three from Mrs. Sturgeon for his quick thought and action in stopping his car when a child ran out from the curb between blocks, directly in the path of the car.



LARY LAFFS



A negro whose recollection of great men appeared to run back further than one listener could stand was finally asked rather sarcastically, "I suppose you remember when George Washington took the hack at the cherry tree?"

"Oh, yes, suh, I 'member dat very well," replied the smiling darkey. "Why, I done drove de hack."

Visitor in a printing office—"What is your rule for punctuating?"

The Apprentice (lately promoted to the case)—"I set as long as I can hold my breath and then put in a comma; when I yawn I put in a semi-colon, and when I want a chew of tobacco I make a paragraph."

An Englishman was filling out an application for life insurance. His father had been hanged, but he did not like to admit the fact. So when he came to the line "cause of father's death", he wrote the following: "Met his death while taking part in public function, during which the platform on which he was standing gave way beneath him."

One of our very good conductors would like to know what has become of the theatre signs which read:

"IT'S COOL INSIDE"

"Why did you strike the telegraph operator?" the judge asked the prisoner.

"Well, yo' honor," said the culprit, "I hands him a telegram for my girl an' he starts readin' it. So I just nachully up an' hands him one."

The teacher was giving a lesson on gravity.

"I want you to understand," she said, "that it is the law of gravity that keeps us on earth."

"Please, miss," squeaked young Bill "how did we stick on before the law was passed?"

The professor was asked to give his definition of woman. After clearing his throat he began in his leisurely way:

"Woman is, generally speaking—" "Stop right there, professor," interrupted a masculine listener. "If you talked a thousand years you'd never get any nearer to it than that."

Bulletins

ISSUED FEBRUARY 18, 1928

Street Car

NO. 21—NOTICE TO CONDUCTORS

The following Firemen's Pass Books are reported lost:

No. 38758 issued to Fireman Ray Swinford (This man is no longer with the Fire Dept.)

No. 38804 issued to Captain D. J. Lavenbarg.

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

NO. 22—NOTICE TO CONDUCTORS

The following passes are reported lost:

639 issued to Miss Virginia Todd, Clerk and Stenographer, Publicity Dept. 1498 issued to C. F. Cassell, Chauffeur and Helper, Line Dept.

4340 issued to Mrs. Theresa Dorazio, wife of Alfonzo Dorazio, Repairer.

6218 issued to J. J. Robertson, Motorman Division No. 2.

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

NO. 23—NOTICE TO CONDUCTORS

As soon as the work can be done, the arbitrary stop signs east and westbound at 7th and Olive will be removed. After such removal the arbitrary stop may be discontinued, this crossing now being controlled by automatic signals.

Extreme care must be exercised at all times in order to avoid accidents.

Also the loading zone for northbound passengers at Manchester and Vermont will be moved to the south side of Manchester, and the arbitrary stop north of Manchester for northbound main line cars will be discontinued.

An arbitrary stop sign will be installed on the southbound track for northbound cars pulling out off the side track, and all cars turning back at Manchester and Vermont, northbound, must make an arbitrary stop before using the crossover.

NO. 24—NOTICE TO CONDUCTORS

Pass No. 4329 issued in favor of Mrs. Robert Conley, dependent wife of Robert Conley, Janitor, Mechanical Department, reported as lost in Bulletin No. 6, has been recovered.

R. B. Hill

Motor Coach

NO. 13

Bulletin No. 12, is hereby cancelled as Los Angeles Railway Pass No. 7565, issued in favor of H. J. Rogers has been found.

NO. 14

Effective immediately coaches on North Lincoln Park Ave. Line will make turn around in the intersection of Sierra and Borel St., instead of Sierra and Mercury; it being necessary to back in this intersection the same as has been done in the past. Great care must be used in making this turn to see that the intersection is absolutely clear before making the turn.

W. Shanken

Division Assignments

To Division Two: Motormen T. E. Johnson, M. H. Otis, Conductors C. C. Cupp, W. H. Shoaf.

To Division Three: Conductor W. P. Trabue.

To Division Four: Motormen R. M. Carter, E. E. Page.

To Division Five: Motorman C. E. Gulley, Conductors P. D. Patterson, E. F. Davis.

Nearing Completion

The new Inglewood Substation is beginning to look like a real substation now that all the cement has been poured and the forms for the roof and walls have been removed.

We Present Cupp This Week

Ask this old timer where he's from and he'll probably answer "Born in Ohio and raised in Missouri, but you don't have to show me." He is Motorman S. N. Cupp of Division Five, stands one half inch under six feet and flirts with the Fairbanks scales at two hundred pounds.

Motorman Cupp came out to California in 1893 when horses were horses and Fords places that may be crossed on foot. Anyway, after crossing many fords on his fifteen mile hike to the Malibu Ranch he landed a job there and being a regular handy man he did everything from baling hay to fixing roads. He stayed there a couple of years and then went to work on the A. F. Gilmore ranch. From that job he went to hauling lumber, and the only soft part about that job was the mud he got stuck in every once in a while.

In 1901, March 8th to be exact, he started in at Division One and when Division Two first opened up he transferred to that Division. Then, when the Homeward Avenue line was transferred from Division Two to Division



Five he came along over with that line and next month will see the completion of his twenty-seventh year of service, and he's still going strong.

Tilt for Colors

There will be a battle of colors next Monday, February 20th, when the Los Angeles Railway Motor Coach Division and Los Angeles Motor Coach Company mix matters in a basketball game at the Sentous Junior High School. There is the assurance to fans of lots of action. So fellows, let's show our team that we are behind them and give them a little moral support. Bring your wife, sweetheart, boy friend (or what have you) along to help us to do some yelling.

On Tuesday, February 21st, the Larys are scheduled to meet Title Guarantee at the Franklin High School.

Have You Yours?

Conductors, be sure and get your 1928 edition of "Instructions to Conductors." They're out and your Division Superintendent has them.

It is especially requested of conductors that they destroy the old issue. Do it now, is the advice of Dan Healy, Chief Instructor, and avoid giving out wrong information.

A High-Powered Crew

Shades of pre-Volstedian days!

Division Two has the distinction of assigning a crew on a car whose names remind one of days of the dim, distant past—Motorman O. C. (Old Crow) Rye, and Conductor H. P. (High Powered) Casebier. However, they say there is nothing in a name, but a rough passage on the line is apt to mix the drinks somewhat.

High Wind Cuts Service

It's all over now, but it sure caused trouble while it lasted. The high wind storm on February 10th did considerable damage to the Edison Company's high lines, cutting the power on car lines of both Pacific Electric and Los Angeles Railways from 6:06 A. M., to 6:28 A. M., resulting in a congestion of passengers travel until 7:30 A. M. Lines were operated from fifteen to twenty-five minutes later than schedule.

Company Dance Next Saturday

Next Saturday, February 25th, the regular monthly entertainment and dance for employes will be given in the Foresters Hall, 955 South Olive Street.

The show starts promptly at eight P. M., as usual, and a good vaudeville bill has been arranged.

The balance of the evening will be arranged for dancing and a very good orchestra is to furnish snappy music. If you have not been attending these entertainments and dancing, you are missing something worth while.

Identification cards will be furnished for the use of members of families if employe is unable to attend with his family.

"Ladies' Night" at Square and Compass

The Entertainment Committee of the Square and Compass Club has arranged special entertainment for the members and their families for tonight, February 18th, to be held in the Masonic Temple at Pico and Figueroa Streets.

A high-class vaudeville bill has been arranged and members are urged to attend. There will be refreshments afterward.

Advertisements

In replying to advertisements, refer to "B" number and send in to Room 601, Los Angeles Railway Building.

For Sale

Equity of \$2000 in six-room house, full price \$3600. Special price to employes of Railway. B-172.

Stove—Universal, white, five-burner, regulator, used three months, cost \$130, will sell for \$60. B-173.

Wanted

Set of Mila Bar Bells—Any weight. B-174.

Set of I. C. S. Arithmetic Books or any other good correspondence course in arithmetic. B-175.

Legal Questions

Q. What effect has an unrecorded deed under the laws of California?

L. C.

A. It is void as against a third person, who in ignorance thereof, in good faith and for value, purchases the property and receives a deed from the apparent record-owner and has same recorded.

Q. What are the names of the parties to a trust?

M. B.

A. Trustor, Trustee and Beneficiary.

Q. Is a penalty provided for infringing on a trade mark or trade name?

R. C. W.

A. Yes, it is a misdemeanor subject to fine or imprisonment, or both.

Q. Can a partnership sue or be sued in the firm name alone?

L. M.

A. No. The name of each member of the firm must be set forth.

Q. Would the consent of a child be necessary to its adoption?

P. R.

A. Yes, if the minor is of the age of 12 years or more.

Q. What is the first step necessary to make an endorser pay a note if the maker does not?

H. McR.

A. He must be notified, either verbally or in writing, that the note has been dishonored.

Q. A breach of written contract occurred May 1, 1919. The defendant was in the state at the time. He left the state and did not return until June 1, 1923. The plaintiff commenced an action for the breach on July 1, 1924. Can the action be maintained?

R. S.

A. Yes. The statute was suspended while the defendant was out of the state.



Just before the battle, mother! Scribes Jack Bailey of the Shops and Elmer Wood of the Motor Coach delay the face washing contest long enough for this snap. Picture was taken up in Lake Arrowhead territory.

"Sally," February 20, "The Firefly," 27th

You still have an opportunity to see the light operas at the Shrine Civic Auditorium, at reduced rates. As stated before in Two Bells, there is only a limited number of these Courtesy Cards. If you get in touch with the office of C. V. Means, Traffic Manager, they can fix you up—but do it right away.

For the week of February 20th, "Sally" is being presented, and, according to the present plans, this production will be followed by "The Firefly" for the week of February 27th. This will terminate the ten weeks of light operas given by Al Maliakah Temple.

Dispatcher Ill

H. S. Porter, Dispatcher, has been laid up at home for the past two weeks with bronchial trouble.



Division One

H. N. COLE

Motorman L. M. Enos who has been on the sick list for about a year has come back on the job and is looking fine. The "N" Line certainly seems like home to him, so he says.

Conductor W. R. Cunningham has taken ninety days off to take his wife back east on account of her health. They are driving back and will be on the road for some time.

Conductor B. W. Tinsley has been off for about ten days nursing a sick hand. He has a carbuncle and it is giving him a very painful vacation.

Motorman A. H. Middleton who had the misfortune to fracture his hand while cranking his machine about ten days ago, was around to see the boys last Wednesday, and hopes to be able to report for duty in about ten days more.

Motorman Nate Robinson has returned to duty after being off three weeks on account of an aggravating case of flu.

Motorman C. Culver of the "J" Owl is on the sick list. Motorman J. T. Daly is also ill.

Conductor P. Kelly who has been working a night run on the "R" Line for a long, long time, has bid in a day run on the same line.

Wonder what has happened to our former champion pinochle players, Conductors Paul Huppert and G. W. Wagner? They haven't been seen around the tables for ever so long. Perhaps they are not in that class any more, and are practicing up in seclusion.

Conductor S. O. Osburn has reported for duty after a short absence on account of illness.

Motorman M. G. Johnson who has been working a pair of trippers, has bid in a run on the "R" Line.

Conductor C. V. Borada who has been indisposed for some time, has taken ninety days off to regain his health.

Conductor O. L. Vernoy is spending ninety days in Beaumont, California.

The meetings held last Tuesday were well attended and Mr. Collins's talk was well received and no doubt will be a source of great help to the boys.



Division Four

C. J. KNITTLE

E. E. Johnson Batting for C. J. Knittle

Paul Tromblay, who has been working traffic, has decided that he has earned a rest, and is leaving the service Saturday to enjoy the fruits of his labor.

Walter Jackson, of the Mechanical Department, has been out with a sore throat.

Conductor D. W. Gibbs, who has been off sick and resting up at San Diego, is back on the job.

Motorman R. L. Sexton is back again winding up the controller after having been off since December 15th., with a broken arm, which he had the misfortune to break in collision with a truck.

Motorman H. E. Hill has taken seven days off in which to rest up.

Have you noticed anything peculiar about the upper lips of a few of the boys? If not, take a look at the different shades and growths of alfalfa on the faces of M. L. Hart, G. Mayhew, C. McAtee, and G. F. Young.



Shops

JACK BAILEY

The Mill had a very distinguished lady visitor last Wednesday. Mrs. W. L. Williams, wife of our Assistant Mill Foreman, gave us a call. The real object and honor of her visit was to deliver to Mr. Williams his false teeth and save him from a "Zoop" lunch.

Although they were at the same place at the same time, the following never saw each other at Big Pines last Sunday: Machinist Foreman L. J. Hathaway, Material Man Carl Thun, Truckman Paul Abbey (Paul just overhauled his Ford, but that don't mean nothing now), and C. B. Goy, Section Storekeeper. They all report a good time and lots of snow.

Switchman H. Lock put in his appearance with a new set of masticating devices last week, and how.

Richard Dwyer of the Winding Room is still confined to his home on account of illness, but is rapidly on the road to recovery.

Truck Shop Machinist Joe Harlow was one of the 3000 that passed in line before the judge last week for traffic violations. He doesn't believe in signs.

Truckman George Sleppy and family enjoyed a round trip to Catalina last Sunday.

There is just one thing Machinist L. H. Sawyer could not do last week. He could not beat S. E. Knowles playing checkers.

Electrician H. Lendy took his family out Fording last Sunday. They ate their lunch and had five flat tires this side of San Bernardino, just like they did back in New York State.



Division Five

FRED MASON

Conductor A. C. Ragle is back from his little jaunt to San Diego, and, as we surmised, there was a woman in the case. He came back married, having pulled the trick somewhere between here and San Diego. Good luck to you, Ragle.

Mechanic Bill Huëske doesn't care what happens since he took out some insurance. It used to be a hard job to get him to ride in a flivver, and now it's a hard job to keep him both in and out of an aeroplane. Last Sunday he was out riding in the clouds and this Sunday he's going to go up and jump off with a parachute.

A letter has been received from L. W. Gage, formerly a conductor of this Division and Division Three. He has been pretty sick and is in the U. S. Veterans' Hospital, Portland, Oregon, and wishes to be remembered to all his old friends.

Conductor J. S. Edwards is off for sixty days and is taking a trip back home to Pipe Creek, Texas.

Another early vacationist is Conductor Fred Skarda. He's off for thirty days to rest up.

Conductor Albert Gilstrap had the old Star shined up and started out yesterday for some place in Arizona. He'll be gone for ten days.

Several of the boys have been out to see Motorman P. G. Atwood, who is in the County Hospital, and they all report that he is doing exceedingly fine. We are all glad to hear this and hope that he will soon be up and around.



Motor Coach Division

ELMER WOOD

Here's where we publish the name of Operator E. J. Jackson which should have been done long ago. However, on January 29th Mr. Grant gave his daughter Fritzie away, I mean in marriage. The couple were united in matrimony at the home of the bride in Ocean Park. A brief honeymoon of two days was celebrated at San Diego and vicinity, the trip being made by boat. Congratulations are extended to the bride and groom.

Operator C. Lyles is in Florida on a sixty day leave of absence.

Operator L. W. Walters has returned to pushing 'em again after being on the sick list for twenty-three days. It's good to see you around again, "Doc."

Operator C. E. Philips has also returned to the fold, his illness having lasted about three weeks. We are likewise glad to have you in our midst.

Operator H. F. Sawyer thought the oil companies needed business so invested in a Marmon Roadster. Now he will spend the rest of his fortune trying to fill the gas tank. Sawyer says: "The headlights are worth the purchase price." We will admit they are incomparable.

Garage News

Dean Ovard, Electrician on the First Shift, was taught how to time his Ford Coupe so it would run slower than 34 miles an hour, the other day. The first lesson only cost him fifteen dollars with the jail sentence suspended.

J. O. Doerr, Mechanic on the First Shift, is home with the mumps, which isn't a very pleasant feeling, he reports.

Harry Lock, Mechanic on the First Shift, showed up for work last week after having spent three weeks doctoring acute tonsillitis. A back-set prevented him from returning two weeks ago as was reported. We are glad to see him around again doing his daily dozen.

L. Lewis, Mechanic on the Third Shift, has resigned to go into the Restaurant business at Manchester and Vermont.



Division Three

L. VOLNER

Motorman F. M. Newell has returned from Murietta Hot Springs where he has been for some time for his health. The trip did him much good as Mr. Newell says he feels as fine as a young colt.

Motorman H. C. Hansen is off duty on account of a slight attack of the flu. He expects to resume work soon.

Conductor C. V. Judd has been off duty for some time on account of a siege of the flu; however, he is recuperating, but it will be some time before the doctor will OK him for duty.

Conductor V. A. Biggers writes from Malone, Texas, asking for an extension of thirty days on account of his brother-in-law being sick and needing Mr. Biggers to look after his grocery business.

Conductor M. N. Andrews has been granted a month's leave on account of his health.

Conductor C. R. Meeds, who resides in Roscoe, Calif., has gone on an indefinite leave on account of bronchial trouble.

Motorman H. I. Blevins will be off



Division Two

E. A. MOXLEY

Conductor W. B. Mills was injured at Fifth and Main last week by an auto striking him. He spent several days in the hospital, but at present is resting up at home nursing several bruises on and about his head.

Conductor H. A. Hennes has been off several days on account of the death of his Mother, who passed away last Saturday. The boys extend to him their heartfelt sympathy.

Conductor Roy McGinn announces the arrival of a baby boy at his home, born on the eleventh. All concerned are doing fine. Thanks for the smokes.

Motorman B. T. Glennin is spending several days at the Good Samaritan Hospital. He hopes to be back to work soon.

Motorman H. H. Fairman is a bear for hard luck. The other morning he started for work in the old Buick that hasn't failed him for the last two hundred thousand miles, got in some ditch and broke an axle. He went back home and climbed into his other car, stepped on the starter and it jammed. After rocking it back and forth for several minutes he finally got it to working and arrived at the Division just in time to check out. Better buy a bike, H. H., to keep around in case of emergency; if it won't run you can carry it.

The meetings held at Division Two on Wednesday were well attended and all enjoyed Mr. Collins's talk very much, also the smokes that were sent up by Mr. Fox, the corner druggist.

Motorman E. C. Fisher cranked up the old Ford and made a trip to Riverside last Sunday. Outside of a good chicken dinner nothing exciting took place on the trip.

All conductors who have not yet received their 1928 folders please call for them as soon as possible. They can be obtained in either office.

Conductor R. L. Fair wishes that the person who borrowed his car last Saturday would hurry and bring it back as he is getting tired of riding street cars and walking. Better put a log chain on it next time, R. L.

Conductor C. R. Wilkins and several friends made a trip to Antelope Valley Sunday to shoot rabbits; C. R. bagged eight, but the other fellows said the darned things wouldn't sit still.

Motorman J. J. Robertson was married the twenty-fifth of last month. He hadn't said much about it, thus the delay in its not being in this column before. Thanks for the cigars; they were dandy smokes.

(Division Three, Continued)

duty for some time on account of an operation on his nose.

We have quite a poet in Motorman F. M. Osborn. The following is from his pen:

When the rails are wet and slippery,

And the wheels begin to slide,

And you step upon the sander,

While the air you have applied,

You will find that if you give her

Five full points as quick as scat,

And throw off again as quickly,

You can stop her on your hat.

Keep cool, calm and collected,

Make no accidents your aim,

Then McRoberts at the office

Would not have to settle claims.

It would also boost your record,

If at evening you could say:

"I have been extremely careful,

Had no accidents today."