



Small Guests At Annual Christmas Frolic



"Ain't we got fun."

Just look them over folks—perhaps your little one is in the group of the youngest members of the railway family who were the guests at the Annual Frolic held this year in the Forresters Hall on Wednesday, December 28th. If they were not there, they surely missed a good time.

According to C. V. Means, General Chairman of the Entertainment Committee, the attendance was greater than it has been for the past six years. Over seven hundred children were at the afternoon performance, and for the evening show the auditorium was filled to capacity with over seventeen hundred people—satisfied customers.

The performances, both afternoon and evening, were composed of professional actors from leading theaters. Magicians, contortionists, marionettes, dancers, jugglers and funsters made up the delightful bills.

Charles Colson was Master of Ceremonies; D. V. Hambly, of Division Two, was Santa Claus and F. C. Meade, from Division Three, acted the part of the clown in real professional style.

Small souvenirs were distributed by Santa Claus; the buffet did an immense business and boxes of candy were handed out as each one left for home.

Mr. Means and his corps of able assistants deserve special credit for the big task of putting over one of the biggest and most successful an-

nual parties staged by the Management of the Company. The frolic was thoroughly enjoyed by the kiddies and from all appearances the dancing was enjoyed by the grown folks. It was a big day in the history of the Los Angeles Railway.

Another Record

On Saturday, December 10th and Tuesday, December 13th, George Ferguson, Superintendent of Division Three proclaims to the interested that in a total of 42 accidents reported, not one was turned in on the "E" Line. "That's showing them how, boys," says George. "who's next?"

Santa Claus on "D" Line

Santa Claus made his (in this case, her) appearance on the "D" Line just before Christmas.

A kind lady who is a regular rider on that line gave presents to all the old timers, which included nearly every crew. They received ties, boxes of candy, dolls for the little ones and numerous other things of value. This was done as a remembrance for the kind treatment received while riding on their cars.

New Special Work

Special work and curves at 11th and Main Streets are being reconstructed with standard equipment by the Engineering Department.

Lary Grows Bigger And Better In 1927

The Engineering Department has a fine record of accomplishment during the year 1927.

Fourteen single track miles of track were reconstructed and two miles of new track were built at a cost of approximately \$845,000.00. This work required the use of 3,000 tons of girder rail, 50,000 creosoted ties, 32,000 tons of crushed rock, 85,000 drain tile and 800,000 square feet of paving.

Approximately \$128,000.00 was expended for repairs to paving, and \$210,000.00 for new paving.

Twenty layouts of special work (crossings and curves) were installed or renewed, at a cost of some \$80,000.00.

The Los Angeles Railway's proportion of the cost of Seventh Street Viaduct, exclusive of tracks, amounted to \$178,800.00.

Twenty-eight new motor coaches were added to the service, at a cost of \$275,000.00.

Thirty-five miles of single track overhead, were renewed, using 117,662 pounds of copper trolley wire; 2 miles of new track were laid, which required an additional 5364 pounds, making a total of 123,026 pounds of copper wire. There were 7,870 pounds of 1,000,000 C. M. cable, 2,235 pounds

of 600,000 cable and 13,124 pounds of 4/0 stranded and solid cable used in connection with feeder work.

In our own Shops, 510 street cars were overhauled at an approximate cost of \$500,000.00.

New Schedules

Division Three

New schedules became effective on January 1st, 1928, on Lines "2" and "3," "L" and "W."

One additional P. M. car has been provided on Lines "2" and "3." Two early runs have been added and an extra run taken off.

On Line "L" the new schedule cuts off two A. M. and one P. M. trippers, but provides for more service into East First Street between the hours of 6 and 8 P. M.

Four early runs are added in the new schedule on Line "W," which necessitated taking off one late run, three A. M. and three P. M. trippers.

Schedules on the three lines are so arranged as to eliminate interference at Bridge Junction during the off peak periods.

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

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

Happy New Year

ANOTHER year with its joys and sorrows, its successes and failures has become only a memory, and we are now starting in to establish a record for the New Year.

Every official of the Los Angeles Railway is proud of the record made during the past year, for while it is true that our record has not been as good in some respects as for the previous year, when the conditions and handicaps under which we have worked are taken into consideration, the record is still found to be one of which every one can be justly proud.

The Merit System shows a substantial decrease in the number of demerits found necessary as compared to the record for 1926, and if the first month of the present fiscal year can be taken as an example for the remainder of the year, the record will show a much greater improvement when compared with the record for 1927.

Following out the policy outlined at the Division Meetings held in November, 1926, the records show that there was a considerable increase in the number of men whom it was necessary to discharge for unsatisfactory accident or miss-out records.

However, this has had the result of eliminating the worst offenders along these lines, and therefore we are justified in expecting that the record for the current year will show a decided improvement.

The necessity for discharging men for failing to make out accident reports properly and promptly has almost entirely disappeared, and these reports are not only being received in a satisfactory manner, but are also accompanied in most cases by a goodly number of names of witnesses.

Although hundreds of new traffic signals are being installed, but few complaints are being received claiming disregard of traffic rules and regulations.

The record established for avoiding accidents to pedestrians has been showing an improvement of late, and the record regarding injury to school children, who are making use of school lanes, is one of which we can be very proud.

Let us, therefore, realize that the petty annoyances to which we are continually subjected are as Kipling says, "All in a day's work," that they are to be expected as a part of that work, and that we are determined to meet these disagreeable situations in a manner which will be a credit to ourselves regardless of the fact that the attitude assumed by others has at times been such as compelled us to exercise a great degree of self-control.

Remember that a victory over ourselves is a victory over the world.

Teacher—"Johnny, what does six and four equal?"
Johnny (after some thought)—"Eleven."
"No, guess again."
"Twelve."
"No. Why don't you try ten?"
"Aw, that ain't right. Five and five is ten."

Jeweler—"If I were you, I would not have 'George to his dearest Alice' engraved. If Alice changes her mind, you can't use the ring again."
Young Man—"What would you suggest?"
"I would suggest the words, 'George, to his first and only love.'"

Mrs. Newlywed (indignantly): "I've told you to keep out of the kitchen, Dick. Now see what you've done—knocked down my cookery book and lost my page, and I have not the faintest idea what I was cooking!"

The foreman was talking to a negro who was looking for a place as a fireman, and asked him if he had any children.
"Yes, suh," was the answer, "I'se got a boy."
"What's his name?" asked the foreman.
"His name's Weatherstrip," was the reply.
"How'd he ever get such a name as that?"
"Well, you see, it was this way. He was born jus' befo' de wah, and he sho' kept me out of de draf.."

Vicar (receiving gift for harvest festival)—I must thank your mother for kindly sending me these 10 apples.
Boy—Er-eh-er, please would you thank her for 14?

There are many ways of love
twice man and job,
There's the love that flowers
in sunshine, dies in shade,
There's a love that for storm grows
all the stronger,
And there's love that in the cold
blast last no longer—
O' there's many ways of love.
There's a love that wants to conquer
and to tame,
Reckless though it's sheer demand
a heart may break,
And there's love that's just a doing
and a giving,
Making easy all the loved one's
ways of living—
O' there's many ways of love.
But there's sure one way of loving
which is fair,
If you give and take alike,
and share and share,
Never grudge each other's work,
of play or laughter,
That's a love will last though
all your life—
and after.
O' there's just one way
to love!
—Selected

H. FLOYD SHOVER

True Greatness

Two men stood in the corridor of a hotel in Cleveland one cold wintry night. One of them, desiring an evening newspaper, caught his coat collar around his neck, walked out into the biting wind and bought a paper from a shivering newsboy in the street. When he had hustled back into the warm hotel, his companion asked:

"Why did you run out into the cold like that? There's a newsstand in the hotel."

"Oh," smiled the big man, "that poor, cold little chap outside needs the money more than the fellow inside."

The big man was President William McKinley.

—The Colgate Clock.



BOUQUETS



Left to Right: Conductor H. E. Tetreault, Conductor L. O. Patterson, Motorman T. Fitzmaurice, Conductor G. R. Perdew, Conductor G. R. Hill, Motorman J. A. Wear, Conductor J. F. Barrier.



For Conductor H. E. Tetreault of Division Five from Miss Helen Laird for his kindness in offering her his stool to sit on when the car was crowded.

For Conductor L. O. Patterson and Motorman T. Fitzmaurice, both of Division Two from Mrs. W. L. Bailey for their kindly courtesy to her when she was ill.

For Conductors G. R. Perdew and G. R. Hill, both of Division Three from Mrs. Galloway, who writes: "I wish to commend Conductors 2434 and 1426 for courteous conduct to elderly women."

For Motorman J. A. Wear and Conductor J. F. Barrier, both of Division Two from A. Burch for their thoughtfulness in waiting for passengers running to board their car.



Left to right: Conductor S. M. Fox, Conductor C. McAtee, Conductor T. I. Thoreson, Conductor E. H. Sanberg, Conductor C. H. Finney, Conductor O. W. O'Neil, Conductor T. G. Cumberlandford.

For Conductor S. M. Fox of Division Five from F. L. Fitzsimmons for the courteous consideration shown both himself and Mrs. Fitzsimmons after she had been injured and was on her way home.

For Conductor C. McAtee of Division Four from Mrs. J. Diechmiller for his courtesy to herself and her daughter, and his pleasant manner in answering questions.

For Conductor T. I. Thoreson of Division Three from Mrs. Vada Lass for his thoughtfulness in getting off his car to help two small children and their mother down the steps, and then cheerfully assisting her on to the car with her two children. Mrs. Lass says: "I have ridden with him several times and always find him with a pleasant smile and a kind and courteous answer to everybody."

For Conductor E. H. Sandberg of Division One from Miss Frances A. Smith for his kindness in letting her

ride his car with a bus transfer when she had lost her purse at the end of the car line.

For Conductor C. H. Finney of Division Three from Mrs. Nellie L. Miller for helping her off the car and to the sidewalk safely. Mrs. Miller keenly appreciated this courtesy as she has very poor eyesight.

For Conductor O. W. O'Neil of Division One from Miss Margie West whose letter says: "I want to compliment Conductor No. 1522 on the 'J' Line for his kindness and courtesy to all passengers, especially elderly people."

For Conductor T. G. Cumberlandford of Division Three from Mrs. Delphine McLaughlin and also from Mrs. Edyth McKenzie, both of whom expressed their appreciation for his thoughtfulness in calling streets and being sure that his passengers alight at the proper streets and for helping them safely off the car.

Bulletins

ISSUED JANUARY 2, 1928

Street Car

NO. 185—NOTICE TO CONDUCTORS

Effective at once, conductors on Line "V" when flagging the crossing at Vernon and Long Beach, may do so from a point immediately in front of the car, which will make its stop at the property line. The stop plate on the eastbound track will be removed.

On account of the Pacific Electric pole line obscuring the view to some extent, particular care must be exercised by both conductor and motorman to avoid accident with Pacific Electric trains.

NO. 186—NOTICE TO CONDUCTORS

The following Firemen's Pass Books are reported lost:

23676 issued to Fireman George H. Hemingsen.

36357 issued to Captain Amos Williams.

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

NO. 187—NOTICE TO CONDUCTORS

Pass No. 3726, issued in favor of Mrs. Theresa R. Nutter, wife of H. S. Nutter, Machinist, Mechanical Department, reported as lost in Bulletin No. 179, has been recovered.

NO. 188—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 1106 issued to H. H. Rishel, Chauffeur, Track Dept.

No. 2517 issued to J. L. Sherrill, Brake-man, Div. No. 1, Mech. Dept.

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

NO. 189—NOTICE TO CONDUCTORS

Attention is called to the fact that 1928 annual passes show printed in red on the reverse that these passes are not good on the Wilshire, Figueroa, Manchester, Crescent Boulevard, or Mines Avenue Motor Coach Lines, and employes will therefore not attempt to ride on these lines without paying fare.

NO. 190—NOTICE TO CONDUCTORS

The following Firemen's Passes are reported lost:

37074 issued to Fireman Herman W. Teichrieb.

38998 issued to Fireman Clarence C. Malmstedt.

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

NO. 191—NOTICE TO TRAINMEN

Considerable damage is being done to the overhead pans of electric switches, due to the fact that trainmen do not pay sufficient attention to the use of power when passing under the switch pans at times when the switch is cut out on account of being defective or by a traffic man in charge.

At no time should any more power be used when a switch is cut out than is used when the switch is in proper working condition.

NO. 192—NOTICE TO TRAINMEN

The Proprietor of the oil station located at 5163 West Adams Street complains of the use of the toilet in his place of business by our trainmen.

Facilities are provided at 5137 West Adams Street, and the use of the one at 5163 West Adams Street must be discontinued.

P. B. Hill

Motor Coach

NO. 69

Motor Coach Operators are hereby instructed to operate their coach when turning corners at a speed no greater than five miles per hour where there are other vehicles or pedestrians at the turn and at no greater speed than eight miles per hour where the intersection is clear of all traffic.

Severe discipline will be imposed for violation of these instructions.

Stanhamken

New Low Level Reached In Demerits For 1927

With the closing of the fiscal year for the Merit System on November 30, 1927, figures now available reveal that the trainmen, through co-operation, struck a new low level in the number of demerits assessed for the year. "The results are most gratifying," said R. A. Pierson, Supervisor of the Merit System, in an interview. "It shows conclusively that the men, as a whole, try to do their best and deserve a pat on the back for the accomplishment." Pierson recalled his talks at the Divisions in November wherein he stated that 98 per cent of the men in the service want to do the right thing and 90 per cent have maintained good records. He states he is particularly interested in the few men who have the wrong viewpoint—to get them to change their attitudes and build good records.

The total number of demerits for 1927 was 9,668, against 13,222 for 1926, or a decrease of 3,554. While this decrease is not as great as 1926 over 1925, still it indicates that through steady conformity to the rules, trainmen have not only maintained what they did in 1926, but have reached a new low level in 1927.

Division Two heads the list with 1,124 less demerits than in 1926. Division Three comes next with 843 less, Division One 745 less, Division Four, 555 less and Division Five comes lastly with 287 less.

An analysis of the report shows that five out of forty classifications showed an increase in the number of demerits. Of these five classifications "Not Stationed at Fare Box," and "Remaining Seated While Passengers Boarded or Alighted" were the largest contributors to the increase in demerits. This was brought about by drives on these classifications during the year.

To offset this, however, the most

pronounced decreases over last year are as follows:

Table with 4 columns: Classification, 1926, 1927, Decrease. Rows include Missing Out, Running Ahead of Time, Excessive Speed, Car Improperly Equipped.

Several other classifications showed decreases that were instrumental in making up the total of 3,554 less demerits than last year.

Successful Puzzlers

Money talks, and in this instance it spoke several words in the puzzle contest which appeared in the December 19th issue of Two Bells.

Motorman C. P. Rutledge of Division Two captured first prize of \$10 for the greatest number of correct answers. Conductor C. O. Boyd, also of Division Two won second prize of \$7.50 and Motorman Ray C. Adams of Division One came in for third money of \$5.00.

Just to show you how simple the contest really was, we are printing the answers to each one of the fifteen questions:

Change midday to labor, 4 moves (4 letters). Noon—boon born worn work.

Change a lad into a weapon in 3 moves (3 letters). Boy—buy guy gun.

Change fowl into a short breath in 3 moves (3 letters). Hen—hon son sob.

Convert brainless persons into stupid ones in 8 moves (5 letters). Fools—foils fails hails halls hailes holes doles dolts.

Change a girl into a woman in 2 moves (4 letters). Lass—lads lady.

Change an auto into a pernicious thing in 4 moves (4 letters). Ford—fond bond bone bane.

Make a kind of biscuit out of soda in 4 moves (4 letters). Soda—sods suds buds buns.

Multiply a three-letter numeral by five in 4 moves, Two—too toe tee ten.

Change a common liquid into silver coins in 6 moves (5 letters). Water—later lamer lames tames times dimes.

Convert a bewhiskered animal into swine in 4 moves (4 letters). Goat—boat boas bogs hogs.

Change a fine alluvial deposit into mire in 4 moves (4 letters). Silt—silk sick suck muck.

Make a producer of light give darkness in 4 moves (4 letters). Lamp—damp dame dare dark.

Change garden fruit into the effect of eating green fruit in 4 moves (5 letters). Plums—plump clump clamp cramp.

Change an ancient Biblical king into a modern American lake in 2 moves (5 letters.) Herod—heron Huron.

Make a noisy domestic bird out of an Idaho city in 3 moves (5 letters). Boise—noise noose goose.

Dad and Sons



Only a proud papa smiles like Cash Receiver Raymond B. Smith, of Division Four. His two boys are Donald, age 10 years and Raymond, 12.

Recuperating

A. W. McBain, Verification Clerk, Room 710, has been laid up at his home for the past three weeks with influenza. Mac is improving steadily and his numerous friends and co-workers are hoping to see him back on the job pretty soon.

A Bit of Wit

Here is a bouquet for one of our conductors which comes from a patron who overheard a bit of humor on the part of the conductor. In spite of the fact that the car was crowded, the conductor displayed the spirit of good fellowship in rendering service. The letter reads as follows:

Los Angeles Railway. Gentlemen:

Heard about 5 P. M. on the "L" car on Tenth Street.

In boarding a crowded car at Hill on Tenth, a man jokingly asked the conductor:

"Are all the upper berths taken?"

The reply was "Sorry sir, they are all taken, but there is always room for good humor."

The man smiled, replied "Fine" and grabbed a strap.

That remark and that reply was enjoyed by all within hearing.

Az-we-ride on the "L" Line, we are fortunate in having such conductors extending courtesy during the Christmas rush.

Yours sincerely, J. M. Welch.

Schedule Department Has Busy Year

The Schedule Department compiled 163 street car and 93 motor coach schedules during the year 1927, making a total of 256. Only 17 of this number were not put into operation.

Letter changes, or bulletins issued by that Department totaled 555 for the year.

Goes to Hospital

We have just received word that C. D. Clark, former Chief Dispatcher, went to the Good Samaritan Hospital, Saturday last, to undergo an operation. We hope to receive a favorable report from "C. D."

Greeting Acts as Tonic

A departure from the traditional "hello" has been made by the operators from the telephone board of the general offices. The young ladies presiding over the destinies of telephone calls both in and out have started something all their own. When one lifts the receiver, a pleasant "Good Morning" greets you and somehow it starts the day right for you and if you have a grouch, it disappears like magic.

Let's follow so good an example and make a general custom of greeting our telephone callers with a cheery "Good Morning."

Division Assignments

The following men have been assigned to their various divisions during the past two weeks ending Wednesday, December 28th:

To Division Two: Motorman R. S. Brain, Conductor C. J. Clark.

To Division Three: Motormen K. K. Randall, W. G. Turner.

For Rent

Furnished Housekeeping Rooms, in rear, for gentleman or lady, \$4.50 per week. 2213 Dayton Avenue, B-155.

Get Your 1928 Cap

A new style of uniform cap has been adopted by the Motor Coach Division for Motor Coach Operators, Conductors and Supervisors.

Men of this Division who want to look up-to-the-minute will be able to purchase these caps at Desmonds who will carry them in stock about the 10th of January. Employees will be permitted to wear the old style caps until sufficiently worn to justify purchasing the new style. The price will be \$2.75 each.



Division One

H. N. COLE

And weren't we all agreeably surprised when Superintendent Williams acted Santa Claus for the Railway last Saturday, and gave beautiful presents to all our little ones. This, with the bonus and special bonuses, should and will, according to expressions heard on every hand, cause a feeling of good will and act as an incentive for us to put forth greater effort during the coming year than ever before.

Conductor W. G. Gerrie has an abiding faith in the existence of gratitude amongst mankind, but such faith did not exist a week ago. Gerrie who works the "N" Line, found a hand bag containing a considerable amount of money as well as other things of value to the owner. The bag was promptly turned in and promptly called for. The incident was forgotten as far as he was concerned. The next day, Sunday, the lady who owned the bag, drove out to his home at 123rd Street and Vermont Avenue to thank him and to proffer a reward, which Gerrie refused, saying he only did his duty. The lady said, "Just forget all about the reward and accept this as a Christmas present for your little girl" and handed him \$15. Gerrie says the fact that she drove that distance to personally thank him, was worth more to him than the money, as it renewed his faith in humanity, and now he starts the New Year with the knowledge that after all there are some good people in the world.

The boys of the "J" Line are loud in their praise for Supervisor Ballard who so ably handled the difficult situation during the holiday rush, with so little discomfort to the men. The crews on the extras are especially grateful to him for the consideration shown them in many ways. Even the most confirmed grouch was unable to find an excuse for growling.

Conductor J. H. Hunsaker who has been on the sick list for about ten days, has returned to work.

Motorman W. D. Everett returned to his duties last Wednesday after being confined to his home for about two weeks.



Division Five

FRED MASON

Well, boys, here we are again. Christmas has been here and gone and from all reports Santa Claus was good to everybody, especially to the children of the Los Angeles Railway employees. Motorman Charlie Detrick left here on Christmas Eve loaded down with packages for his little family, and the big Stephens Six of his came in handy.

A couple of days after Christmas a kid about eleven years of age was riding on Motorman Jim Morton's car and Jim asked him what he did for a living. The kid replied that he sold newspapers. Jim then asked him how business was and the kid replied, "Rotten, everybody waits for their change now."

Conductor A. McCurry has taken a ten days leave of absence in San Francisco.

Conductor R. W. Dunn is off for a couple of weeks just going here and there.



Motor Coach Division

ELMER WOOD

C. B. Lindsey, Superintendent of Automotive Equipment, and C. O. Morse, Division Foreman, take this opportunity to express their appreciation and gratitude to all employees of the Motor Coach Division for their hearty co-operation during the past year, and to wish each and everyone a Happy and Prosperous New Year.

The quarterly shake-up held last Tuesday took effect January first, so the boys will know how good or bad a run they picked by Tuesday.

Operator I. H. McDowell finally arrived on the diamond after thirteen under him had chosen, so he picked as good a run as men did with a year less seniority. "Oh, well, he says he didn't lose his beauty sleep anyway. Operator J. E. Jackson also came dragging himself in the door after five men under him made their choice. This was sure a snappy shake up the boys say. J. Lerner called up the day after and wanted to trade his run on Figueroa for one on Lincoln Park. "There's something wrong somewhere, don't you think?"

Operator M. M. Lauder has returned to "pushing em," again after twenty-one days of illness.

Operator W. W. Morneau was on the sick list last week with a very bad cold.



Division Two

E. A. MOXLEY

Motorman E. W. Lyon early the other morning lit up his asthma pipe for a little relief, and it nearly ended in disaster, for his "nightie" caught fire and Mrs. Lyon extinguished the flames with nice cold water. Says he forgot all about the asthma for a few minutes.

Conductor W. W. Nally has another little girl to buy Christmas presents for next year. She made her appearance early Sunday morning. Thanks for the smokes, Nally.

Clerk B. I. Derry was off sick two days last week with a "sore tusk." He has a full set of teeth and this tusk tried to crowd in and find a place to stay. The dentist fixed him up and he is again back on the job.

Motorman-Line Instructor F. J. De Mott has been off sick for several days.

G. Doerfinger has been going around several days with one eye bandaged up, says it's a boil, but you never can tell.

Motorman H. T. Hansen was off sick a couple of days around Christmas with a touch of pneumonia, but is back on the job again.

Motorman A. T. Cameron has been off for several weeks with an attack of appendicitis, but is getting better and it will not be necessary to have an operation.

Conductor O. B. Landrum is at home ill, but expects to be back to work soon.

Here's wishing you all a HAPPY NEW YEAR.

Operator B. Kirk was granted a thirty day leave of absence.

Operator O. L. Lahman is the proud daddy of a fine baby boy. The date of arrival and weight were not learned at this writing. The boys of the Division send their congratulations to mama and papa.

Supervisor A. E. Johnson "does not choose," to be a Night Supervisor any longer so will give up his authority the first of the year, and return to operating. Johnson was appointed Extra Supervisor in July, 1926, and put on regular in October of the same year. He has handled the Mines Avenue Line since it was put in service and is well liked by all of the men under his supervision. Operator L. Nowak will assume the duties of Extra Supervisor and Operator M. M. Chamberlain will step up and replace Johnson.

Operator K. C. Spears put in three hours over time that he didn't get paid for last Monday when he pulled out on School Holiday time instead of Sunday time. That was tough.

Garage News

Floyd Nolf, Mechanic on the First Shift, has resigned to accept a job in a repair shop on South Vermont. We all wish him the best of luck.



Division Four

C. J. KNITTLE

HAPPY NEW YEAR.

It's a happy one for Mr. A. J. Bowen, our Uniform Inspector. A couple of months ago he received a fractured skull when a truck struck him at Pico and Sentous. He was able to report for duty last Tuesday.

Motorman Z. P. Dempsey, who was badly shaken up when he fell off his car December 14, after an auto had broken off part of the step, was also able to return to work last Tuesday.

Conductor Frank Deuber and wife are spending ten days in Fresno visiting Mrs. Deuber's parents.

At the time of this writing, it appears the following men will start the New Year on the sick list: Motormen M. B. Boyd, G. G. Heiser, R. L. Sexton, T. J. Vail; Conductors J. L. Johnson, F. W. Reynolds, A. A. Goldsmith, G. S. Mattern, W. Sambus, Safety Operators R. C. Cook, C. W. Allen, G. H. Witham, M. B. Myers, and S. W. Farrow.

Mrs. E. E. Johnson, wife of our popular Stenographer, underwent a major operation last Wednesday.

Conductor J. A. Weathers was married Saturday afternoon (December 31), at Long Beach. The bride, whose name we were unable to learn, arrived from Missouri Saturday morning. Our cheeriest congratulations to you, Andy.

E. V. Muckey, a former Division 4 boy, who resigned in April, 1926, to go back to his home in Northfield, Minn., has returned and been re-employed. He will start breaking in again for this division next Tuesday.



Division Three

L. VOLNER

The Spirit of Christmas was very much in evidence at Division Three this year and the strenuous days of serving the thousands of shoppers went through in a manner that is commendable.

The idea of remembering the tiny tots that came from our "top notch" General Manager, hit the bull's eye, so to speak and while the Yuletide Spirit is never lacking in the homes of the trainmen, the added gifts brought more pleasure than ever to the little ones that grace our homes.

Now that the Christmas rush and extra travel is over, Conductor H. B. Thompson is going on a seven day vacation.

After some time on the sick list, Motorman W. R. Hampton is back on his run on the busy "B" line.

So sure he would not get any amount above his regular bonus, Motorman J. D. Missick, promised all extra to Mr. Craig, Supervisor of the "B" Line. Upon receiving his check, there was an extra \$10.00. Mr. Craig says he has not yet received same and is wondering if he will have to force collection.

J. M. Drogus, Flagman, who was a motorman out of this Division, is in the White Memorial Hospital, suffering from heart trouble but upon a recent visit was found to be resting easy.

Baby boy 7½ pounds, named Lawrence, born December 11th, 1927, says his papa and mamma are Mr. and Mrs. L. F. Wirtz. Mr. Wirtz is the genial conductor on the Eagle Rock Owl.

While cranking his car, Conductor R. Brown had the misfortune to break his arm.

On account of ill health, Motorman A. W. Moore has resigned to go east.

Motorman J. F. Wright is spending his Christmas vacation with relatives in Phoenix, Arizona.

Motorman J. Corsen and family, are spending the holiday season with relatives in the northern part of the State.

A HAPPY NEW YEAR TO ALL.



Shops

JACK BAILEY

Carpenter H. Landin and J. C. Petit have a leave of absence until after Christmas. Lucky boys.

I am sure this note was put in the box for revenge Mr. Dent, so take it nice. Hatch—(to Draftsman Dent, 8:30 A. M.), "Do you know what time they start to work in this office?" Dent—"No, they are always working when I get here."

T. Joyce, Truckman, is on the sick list.

It is reported that Machinist G. A. Mellin has gathered his pecan crop down in Arizona and is back on the job telling the boys about it but having no proof.

Machinist H. T. Blackman passed a five pound box of candy down the line as his oil lease at Seal Beach has at last brought in a little profit. Here's to you Mr. Blackman and may everything be "oil-right."

We are pleased to have with us again Mr. W. Sweetingham who has been on the Machinist's sick list.