

Witness Averages Reach New Peak in 1927

A brilliant wind-up to a successful year was made by the trainmen of Division Four in securing witnesses to accidents. Once again they take first place with an average for December of 7.68. Division Three nosed Five out of second place with 7.34; Division Five came third, with 7.17; Division Two, with 6.94; and Division One with 6.19.

Figures now available for the year 1927 reveal that all Divisions, with the possible exception of Division Five, made considerable progress in this difficult task of securing witnesses. At that, Division Five was only .45 behind its record for 1926. Division Two stepped up from fourth place in 1926 to third place in 1927, with an average of 6.55. This shows that all Divisions not only maintained but surpassed, in 1927, the excellent record of 1926. Following is a tabulation of 1927 figures for each Division, by months:

1927	Div. One	Div. Two	Div. Three	Div. Four	Div. Five
January	5.23	6.42	6.08	7.18	6.75
February	5.28	6.05	5.46	7.12	5.90
March	5.54	5.72	6.08	7.13	5.77
April	5.28	6.30	6.48	7.00	5.76
May	5.60	6.14	7.23	7.35	5.73
June	5.97	6.70	6.84	7.97	6.51
July	6.13	6.54	6.66	7.77	6.17
August	6.77	7.06	7.22	8.45	6.60
September	6.75	6.62	7.98	7.38	7.64
October	7.57	6.95	7.48	8.14	6.78
November	7.47	7.11	7.30	8.26	7.68
December	6.19	6.94	7.34	7.68	7.17

It will be noticed from the above that Division Four has consistently kept above the seven mark, reaching the high-water mark of eight witnesses per accident for the months of August, October and November. Their lowest mark is 7.00, for April, 1927.

Through an extensive advertising campaign at Division Three with catchy slogans to remind the trainmen to "get those witnesses," this Division came in for second place with an average for the year of 6.85, removing Division Five from this position. For some reason or other, Division One remains in the cellar. Here are the positions for the years 1926 and 1927:

1926		1927	
Division Four	7.01	Division Four	7.62
Division Five	6.99	Division Three	6.85
Division Three	5.99	Division Two	6.55
Division Two	5.92	Division Five	6.54
Division One	5.35	Division One	6.15

Discourtesy on the Increase

For the month of December there was an increase of seven complaints for Discourtesy over the month of November. There were forty complaints in December against thirty-three in November.

To offset the bad taste of Discourtesy, Passing up Passengers, Carrying Passengers Past Stop, Short Change and Miscellaneous Complaints showed a decrease, bringing the total complaints for December to 105. For November the figure stood at 114.

There was a big decrease in commendations sent in by patrons for December, only 42 were received, a decrease of 23. For November, 65 commendations were received.

It Won't Be Long Now

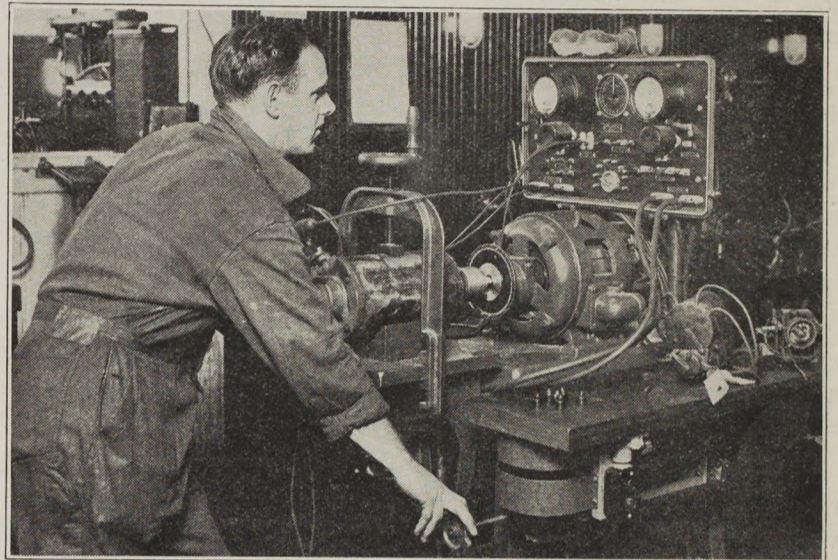
The 1928 edition of "Instructions to Conductors" will soon be completed, according to Chief Instructor Dan Healy. Dan says it will be bigger 'n better than ever and will be more complete than heretofore. Watch out for them when they come off the press.

As soon as the work on these instructions are completed, Dan and his staff will complete the new Rule Book.

To Change Terminal

In order to vacate the ground used for tracks of the "R" Line on the north side of the Home of Peace Cemetery at the end of the line, application for a franchise has been made to lay rails in the center line of Whittier Boulevard from Hazard Street to Eastern Avenue.

New Universal Tester



Here you get a close-up of the new Universal Test Stand, with Foreman E. A. Thurston, of the Battery Room, at the throttle.

This piece of mechanism has a complex make-up for testing out all electrical equipment on the motor coaches of the Motor Coach Division. It operates on a four horse-power motor, 440 volts, and a carbon-pile rheostat controls the speed of the motor in the testing of generators, magnetos, starters, coils, condensers, resistance units and distributors.

The dial on the motor is graduated 360 degrees and indicates the degree of advance the spark reaches at various speeds. A pointer, or indicator, revolves on the shaft of the motor, and the spark flashes on the dial.

On the board, at the left, is a voltmeter; in the center a speed indicator, and on the right an ammeter clock which registers high and low rate of discharge. Below the clocks are cut-outs for generator tests, 6 and 12 volts. There are also several jacks and switches on the board for various kinds of tests. In the center, at the bottom, is a spark gap tester, used for magnetos. It is equipped with eight points for eight cylinder motor coaches.

This machine is the last word for testing out all electrical apparatus and eliminates all guesswork. It is a valuable acquisition to the Repair Shop and in keeping with the up-to-date Motor Coach Division at 16th Street.

Growth of Coach Division Shown at Close of Year

During the year 1927 the operations of the Motor Coach Division were increased about one-third over 1926.

Two entirely new lines were placed in operation, the Mines Avenue and Whittier Boulevard Line and the Crescent Heights Boulevard Line, adding 8.75 miles of route of coach lines. There were 2.43 miles of extensions, bringing the total increase in route mileage during the year to a little over 11 miles, and the total miles of route to 65.

The coach miles operated showed a corresponding increase, and at the end of this year every two days the coaches run a distance more than equal to around the world.

Five double-deck and twenty-three single-deck coaches were acquired during the year, making a total, after deducting for old equipment retired, of 119 coaches.

None of the above figures include the Los Angeles Railway's interest in the Los Angeles Motor Coach Company.

The year 1927 saw the completion of the new repair shops, a building over 300 feet long, of the most modern design. A new service station was also completed, where the coaches are filled with gasoline which runs through a meter in a continuous stream. This greatly facilitates the time of filling over the usual method, and is the only large installation of its kind on the Pacific Coast.

A modern washing system has also been installed and is nearly completed.

Plans have been drawn for a building for the Coach Division headquarters, and while it was hoped that this could be started during 1927, this was not possible.

TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

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

An Investment That Pays

WHEN some high pressure salesman offers us an opportunity to invest in a proposition which he promises will pay excessive dividends, or make us financially independent in a short time, we can well look askance on the investment, as our common sense and business judgment tells us that if it was sound, the salesman would not be urging us to put our little five, ten or hundred dollars into the business, as some capitalist would be glad to finance the whole proposition.

On the other hand, one nationally known insurance company advertises a policy with the slogan, "It pays four ways." This is an entirely different matter, as it is backed by the sound financial condition of the company and if we are in doubt as to the merit of the policy, the company will refer us to those who are already satisfied policy holders or those who have profited by their investment in such a policy.

One investment we can make ourselves that can always be depended upon to pay four ways, is the investment of a smile, a pleasant word, or a helping hand in extending courtesy to our patrons, our fellow workmen, and the public in general.

This always pays four ways. It pays in the feeling of satisfaction to ourselves in having handled what was perhaps a difficult situation in a satisfactory manner. It pays in the reflection of good will toward us from those who have witnessed our act of courtesy or diplomacy. It pays in the fact that while our courtesy is apparently wasted on the party directly interested in some cases, still in a great majority of cases it does make a friend for ourselves and for our employes. It pays in the wholesome spirit of co-operation which we receive from our fellow workmen when they realize that we are always courteous and considerate in the handling of our side of the business.

As a matter of proof, when you are riding as passengers on our cars, note the attitude of the trainmen who are operating the car, and when you notice a trainman who is universally courteous, regardless of the situation encountered, ask him when the opportunity offers, whether or not it pays.

"These firemen must be a frivolous lot," said Mrs. Dumping.

"Why?" asked her husband.

"I read in the paper that after the fire was under control the firemen played all night on the ruins. Why didn't they go home and go to bed like sensible men, instead of romping about like children?"

Officer: "Here, you must accompany me."

Drunk: "A'right. Wat cha gonner shing?"

Telephoning to Russia

"Hello, is this you, Dvisashkivchsmartvoiczski?"

"No, it is Zollemschouskaffronockstiffsgrowoff. Who is this speaking?"

"Seximochockiertrjuaksmxkischokarsmoff. I want to know if Xlifermomanskeffskillmajuwchvastowskwerski is still stopping with Dvisostkivchsmartvoizski."

"I reckon when them Biblical Scribes wrote 'Love thy neighbor as thyself' they didn't know my neighbor was gonna run his radio set all night."

What Did We Talk About?

In days before the radio,
Before the moving picture show,
Before the auto came along,
Before the law made drinking wrong,
Before the age of problem plays,
Before the crossword puzzle craze,
When all these things we were without
What did we ever talk about?

Sambo: "What kind o' watch you all got?"

Rastus: "Ise got one ob dem wondah watches, boy."

"Wondah watch, why I ain't never heard tell o' one ob dem kind."

"Why, ebah time I looks at it I wondah what time o' day it am."

Mrs. Newwed: "I'm through doing business with you."

Grocer: "Why? Haven't we treated you right?"

Mrs. Newwed: "That flour I bought yesterday was tough."

Grocer: "Tough? I don't understand."

Mrs. Newwed: "Well, it was tough. I made some biscuits last night with it, and my husband could hardly eat them."



BOUQUETS



Left to right: Motorman T. W. Ryan, Conductor L. W. Corley, Conductor E. H. Parrott, Conductor M. W. Berg, Conductor S. R. Leckey, Jr., Conductor A. I. Brennan, Conductor F. W. Rittman.

Los Angeles Railway.

Dear Sirs:

I am writing to congratulate and thank your employes for the courtesy displayed and shown passengers. I have ridden mostly on the "W" and "E" Lines for the past eight years and I find most of the conductors very courteous, also the motormen. I always read Azuride and all passengers could profit by reading them and earn the "Spirit of Courtesy."

I wish all of your employes a very Happy New Year.

A satisfied customer.

(Signed) Mrs. M. V. Halsey.

For Motorman T. W. Ryan of Division One from W. H. Rhodes for a kindly act in assisting a blind man who was on his car.

For Conductor L. W. Corley of Division One from Mrs. L. A. Ashworth for his courtesy in helping a woman who was ill. Mrs. Ashworth's letter says in part: "The car was crowded. He certainly was very gentlemanly in doing all he could to help her. I am glad to report such a splendid act at this busy time."

For Conductor E. H. Parrott of Division Four from Miss Susan Walters

for his kindly helpfulness and courtesy in waiting for her and her mother to board after he had closed the door for starting, and for assisting them with their numerous parcels. Miss Walters' letter concludes: "His entire attitude was so courteous and he was so pleasant about the delay we had caused him that I wanted you to know about it."

For Conductor M. W. Berg of Division Four from Mrs. Fred G. Aten, whose letter reads in part: "Conductor No. 176 is the most human conductor in Los Angeles. If there is any meaning at all to the word 'patience', he has it. I don't know the man and have never talked to him, but he deserves his position and I wish him much success."

For Conductor S. R. Leckey, Jr., of Division Three from Mrs. L. M. St. Jean for his courtesy in assisting her to board the car when she was burdened with a number of parcels.

For Conductor A. I. Brennan of Division One from Mrs. Morris Nelson for his fine manner of courtesy.

For Conductor F. W. Rittman of Division Three from Mrs. L. B. Crozier for his courtesy in lending her car fare. Mrs. Crozier was particularly appreciative, as she was late for an important appointment.



Left to right: Conductor L. K. Klaris, Conductor R. C. McGinn, Motorman S. W. McCue, Safety Operator R. A. Clapp, Motorman W. H. Hollenbeck, Conductor G. E. Barnes, Motor Coach Operator W. W. Morneau.

For Conductors L. Klaris and R. C. McGinn, both of Division Two, from Miss Millicent Goodwin, who says that she is about to leave for Chicago, but before going wishes to commend all the men of the Los Angeles Railway, and in particular Conductors Klaris and McGinn. Miss Goodwin's letter concludes: "They are total strangers to me, but I must say that I never found any other conductors as courteous as these two, and I hope you will tell them so, too."

For Motorman S. W. McCue of Division Three from Lionel A. Johnson for his pleasant courtesy in waiting his car for him to board. Mr. Johnson says but for this kindly consideration he would have been put to considerable inconvenience.

For Safety Operator R. A. Clapp of Division Four from S. W. Gage for stopping his car for him to board after leaving the corner.

For Motorman W. H. Hollenbeck of Division Three from C. H. Bullinger who expresses appreciation for the courtesy shown him while riding his car.

For Conductor G. E. Barnes of Division Two from Mrs. Ralph Knox for his kindness in paying her fare.

For Conductor Jarvis Phillips of Division Three, whose picture was not available, from Grant R. Powell, for his general efficiency in his work and

for the kindness he displayed in assisting a blind man onto the car and to a seat. Mr. Powell's letter says, in part: "I write these lines as I know I would be the first one to complain of any lack of courtesy to myself. I wish to congratulate you that the majority of your men are so courteous and gentlemanly under trying circumstances, and especially at the holiday season."

Motor Coach

For Operator W. W. Morneau of the Motor Coach Division from Mrs. Helene Bremer for his gentlemanly courtesy to his passengers. Mrs. Bremer writes: He makes bus traveling an extreme pleasure, and not only am I grateful for his unusually excellent manner, but I have heard numerous favorable comments made by other passengers who appreciate his kindly consideration."

Do You Know Them?

Mr. Mean-To has a comrade,
And his name is Didn't-Do,
Have you ever chanced to meet them?
Did they ever call on you?

These two fellows work together
In the house of Never-Win;
And I'm told that it is haunted
By the ghost of Might-Have-Been.
—Selected.

Bulletins

ISSUED JANUARY 9, 1928

Street Car

NO. 1—NOTICE TO CONDUCTORS

The following passes are reported lost: 741, issued to C. E. Bates, Supervisor, 4152, issued to Mrs. A. L. Maag, wife of J. H. Maag, Foreman, Track Department.

4939, issued to C. B. Crome, Safety Operator, Division Four.

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

NO. 2—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 38,816, issued to Con Sepulveda, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill

MOTOR COACH NO. 1. IMPORTANT NOTICE!

All bulletins and notices issued prior to January 1st, 1928, are hereby cancelled.

Important bulletins and notices have been revised and reissued in the 1928 bulletin and notice books. In addition, a copy has been posted on the bulletin board at the Division Foreman's Office at 16th and San Pedro Streets.

Several changes and additions have been made, so it is very important that you read them carefully.

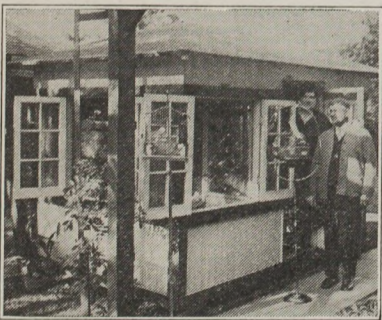
Stan Hanchey

Britt Sprains Ankle

J. R. Brittain, Mechanical Engineer, is at home suffering from a painfully sprained ankle. The injury has necessitated an absence from the office of some two weeks now. His many friends wish him speedy recovery.

Song Birds

Here is a particularly interesting and delightful hobby to be engaged in. In this instance we are giving due credit to Mrs. Hanchey, wife of Motorman J. W. Hanchey of Division Four.



Mrs. Hanchey has made a study of warbler and roller canaries for the past seven years and has had as many as three hundred birds in the aviary at one time. At the time the picture was taken there were one hundred and fifty birds in the cage—a variety of color in full song.

To Mr. Hanchey goes the credit of building the aviary and arranging it in such a manner that the maximum amount of light is provided the birds, with no draft. They have lost only three birds through sickness, a negligible percentage. Windows form the entire enclosure.

The Hancheys' birds have won first and second prizes for plumage at bird shows.

Our Entry in Catalina Outboard Motorboat Race

The smiling Don. Skipper and contender for the best trophy to be awarded for first position in the Catalina Ocean Race for outboard motor speed boats to be held Sunday, January 15th. Introducing Donald Shields, Mechanic, Division Two, who is one of "Doc" Robey's able car repairers.

The race will be held under the auspices of the Southern California Outboard Motor Boat Association, and is sponsored by Major Lawrence Mott of Avalon, well-known sportsman, writer, and owner of the broadcasting station KFWO at Catalina Island. The course is around Catalina Island, a distance of 51 miles. The race will start and finish at Avalon.

Shields will pilot his craft, the "Miss Clevell," a fourteen-foot boat, equipped with an eight horse-power outboard motor. His boat was designed and built by an experienced boat builder, and is capable of making thirty miles an hour.

The entire course will be patrolled by coast guard boats, yachts, seaplanes and high-powered speed boats. The purpose of the event is to make January 15th a sort of ocean sports day, following the Wrigley Marathon Swim of last year. Major Mott has posted \$1,000 in trophies for the first five



Don Shields

boats finishing. Other prizes are to be announced.

Doc. Robey is confident Shields will win first place and has even gone so far as to have a stand made for the trophy. Shields is a popular young fellow at his Division and the boys are all "pulling" for him.

They Start Day Right For Early Morning Riders



H. A. Beals

It is always mighty nice to receive bouquets, large or small, and to have a large bouquet with twenty-three streamers of posies attached to it ought to make Conductor Harry A. Beals and Motorman T. W. Kingsbury of Division Three, feel somewhat elated. Harry and Tom work on the same car on the West Adams Line, and as Superintendent George Ferguson would say "do their durndest to make good on the cars." Tom Kingsbury has been working for the Company since December, 1901, and Harry Beals since July, 1905.

The following letter has been received from Mrs. B. Bonner, which is signed by twenty-three other patrons, commending Harry and Tom for their unflinching courtesy at all times. The letter reads as follows:

Los Angeles Railway Company,

Dear Sirs:

We, the patrons of the 5:54 A. M. West Adams car wish to commend Conductor No. 400 and Motorman No. 1069 for their never-failing courtesy at all times and under all circumstances. We feel they are deserving of the highest commendation.

Yours very truly,

- | | |
|------------------|---------------------|
| J. E. Eddards, | Mrs. B. Bonner, |
| W. J. Edwards, | Julia Harvey, |
| John Sanderson, | W. E. Hubbell, |
| J. Dargle, | Miss Loomis, |
| Charles Dunn, | R. T. Schmitz, |
| H. H. Pafenew, | James Doig, |
| W. E. Reed, | Geo. P. Doney, |
| C. W. Reed, | Modean Dean, |
| John J. Adams, | Mrs. Guest, |
| T. Lund, | Mrs. E. W. Koehler, |
| M. D. Chavez, | W. H. Dean, |
| John A. Roberts, | R. B. Roche, |

—This is a voluntary testimonial, written and signed by patrons without the knowledge of either of the men of the car crew.



T. W. Kingsbury

Another Bit of Wit

The following piece of humor has been sent in by Conductor J. L. Davis of Division Two:

It was at 7th and Vermont that four ladies lined up to board the car. "In both doors!" I called, "In both doors!" As the heaviest woman got to the platform, she gasped, "It's all I can do to get in one door."

Personal Mention

A. G. Randolph, Motorman of Division Four, left Los Angeles about a month ago to regain his health in Phoenix, Arizona. He gives his address as St. Luke's Home, of that city, and says he would appreciate hearing from his friends and co-workers.

R. D. Thompson of the Schedule Department is at home suffering from a severe cold.

The many friends of Miss Virginia Rees of the Claim Department were glad to welcome her back to the office after her recent serious illness.

William Snell, Student Instructor, is still laid up at home with rheumatism. The personnel of the Instruction Department are hoping for a speedy recovery, as they want him on the job.

Legal Questions

Q. What deed is customarily used in the transfer of property in California?
G. R.

A. A grant deed.

Q. Is a homestead liable to execution?
D. N.

A. It is not, excepting (a) for the satisfaction of judgment liens obtained before the declaration of homestead was filed for record; (b) on debts secured by mechanics', subcontractors', architects', builders', laborers', material mens', or vendors' liens upon the premises; (c) on debts secured by mortgages on the premises executed and recorded before the homestead was filed for record, or (d) on debts secured by mortgage on the premises executed and acknowledged by both husband and wife or by the claimant if unmarried, and (e) taxes and special assessments.

Q. How can I get the correct number for a new house I am building?

A. Obtain the legal description (lot, block and tract) of your property and apply to the Engineering Department, where the correct number will be given to you. All entrances to buildings from the public streets must be numbered by placing the number upon or immediately above the door or gate closing said entrance.

Q. Can an employe collect damages under the Workmen's Compensation Act for injuries received where the period of disability is less than a week?
W. H.

A. No. The disability must last longer than a week from the day the employe leaves work. If the period of disability lasts longer than seven days from the day the employe leaves work as a result of the injury, no disability payment shall be recoverable for the first seven days of the period.

Q. What is a suit to quiet title?
C. J. N.

A. An action brought by any person against another who claims an estate or interest in real or personal property, adverse to him, for the purpose of determining such adverse claims.

Visits Appreciated By C. D. Clark

After fighting serious infection in his right leg for over five years, doctors finally decided that amputation was unavoidable, and our genial C. D. Clark is now convalescing at the Good Samaritan Hospital. C. D. says he is enjoying regular meals and if you ask him how he feels he answers with a cheery "pretty good." He says he appreciates the visits from the boys.

Track Work Nears Completion

Work will soon be completed by the Engineering Department in the laying of 116-pound girder rail on Spring Street from First Street to Temple. A crossover is being installed just south of Temple.

For Sale

Victrola, mahogany cabinet, 30 records; good condition, \$20; bargain. B-156.

Ford Touring, 1921; just overhauled; starter; \$35 full price. B-157.

Three-piece Velour Overstuffed Parlor Suite; also Victrola and 75 records; good condition; snap. B-158.



Motor Coach Division

ELMER WOOD

Garage News

There was plenty of excitement in the Store Room Office the other day when a mouse rushed across the front of Miss Emerson's desk. She screamed for help and would have got upon the chair, but her feet started moving and she felt safer outside the office. Holms and Kanka rushed to her rescue and exterminated the unwelcome visitor.

Harry Nordmark, Tom Casey, Erland Hansen and Ye Scribe met at Big Pines last Monday. Jack Bailey and Sid Ormston of the Shops were also in the party and received the customary face washing in the snow which was enjoyed by all. P. S.—You can tell "Army" this was a real picnic.

R. E. Kanka, "Pick-up Man" for the Store Room, reported an exciting trip to Phoenix, Arizona over the Christmas holidays. Outside of changing a few tires and battling road washouts in Imperial Valley, the trip was a great success.

Ed Garthorn, also of the Store Room, just returned last week from San Francisco, where he spent sixteen days with his son, visiting other relatives and friends.

L. R. Drake, Second Shift Foreman, has resigned, and H. V. Route will replace him. Drake left the service to take charge of the Hupmobile Agency Garage in Redlands. N. B. Leiser will be "Red's" Assistant.

I. E. Church was transferred to the Machine Shop from the Repair Department.

F. G. Szager of the Second Shift and W. Powell of the Third Shift have both been put on the First Shift.



Division Four

C. J. KNITTLE

Conductor "Andy" Weathers returned from his "wedding leave" Wednesday morning. According to "Andy" everything went just right, except he forgot to pay the minister and had to send it to him the next morning.

Clerk E. E. Roffee, Foreman B. B. Boyd and Conductor J. A. Saunders are duck hunting at Willows. They left Thursday night and will be gone four or five days.

Eighteen of our men are on the sick list.

Conductor A. A. Goldsmith is up and around but not ready for duty.

Safety Operator C. W. Allen is in the Good Samaritan Hospital with inflammatory rheumatism.

Alexander Cameron, Car Repairer, sustained a broken arm last Friday night cranking his Overland. It backfired.

Motorman R. M. Bowman resigned last Tuesday to take care of his property in West Whittier.

Conductor J. Gourlay has been granted a sixty days' extension to his sixty days' leave. Gourlay is with his parents in Chicago and is in poor health.

Motorman R. L. Andrews is on a sixty day leave to Nevada to attend to some personal business.

Conductor C. H. Redford has been granted a thirty days' leave to make a trip to Salt Lake.



Shops

JACK BAILEY

D. E. Dent, Draftsman, has been receiving congratulations upon the arrival of a baby girl into his family. The family now numbers four. Mother and daughter doing fine. Thanks for the smokes.

Miss Rohlf did not surprise us when she appeared at the office one morning wearing a beautiful engagement ring. The lucky man is Richard Dwyer. It won't be long now when "Dick" will say: O. K. M. N. X. We wish them all the luck and happiness in the world.

A few headaches and several dappled suits were sustained during the painting of our Winding Room, but we all agree that the beautiful new paint job and remodeling was worth it. Other departments are undergoing the same operation and will start the New Year out right.

Someone asked if Ben Bradfield, Store Foreman, was not the inventor of the Golden Glow Headlights. No, it is a bad cold contracted during the New Year's holidays that makes his nose shine like that.

One and all wish to express the feeling of pleasure brought to the little tots when they received their Christmas gifts. Aside from gifts brought to the little tots, we wish to express in a few words the appreciation our Machinist Foreman has to offer for the little gift left to him from the boys. We are quite sure the little fellow will have a fine home with Vern. Anything from Dear Old Germany pleases Vern.

Skating, tobogganing, snowball fighting and all the usual winter sports were enjoyed over the holidays at Big Pines by Electrician Sid Ormston, Elmer Wood, Coach Division Scribe and Ye Shop Scribe. We don't mean horse-feathers.

Truck Shop Foreman Harry Longway has been kept at his home on account of his wife being very ill.

Last news heard from Gus Sundeen, Truckman, was that he is getting along fine.

The peat field around West Adams didn't smell Christmas time at all on account of the cigars handed out by the Vernon Blue Print Company. The boys in the Drafting Room will recover, however.

Steve Brodie has nothing on Tom Watkins, one of our painters. Tom was busy painting a car roof on the topmost deck when he felt himself slipping, so he jumped. But how that boy did land, and still carry the paint pot, wins the cake. He just came right down, did a flip, got right up, never cracked a smile and when asked if he was hurt he just shook his head and climbed back up and finished the job.



Who's down? Calvin (top) 6 years, and Glynn (bottom) 4 years, sons of Conductor O. C. White of Division Three.



Division One

H. N. COLE

There seems to be a scarcity of news this week around this Division. Perhaps the boys are too busy trying to keep their New Year resolutions intact, and again maybe they haven't completely recovered from the result of eating too much turkey and plum pudding and so forth. Anyway, everybody seems to be more than satisfied and express themselves as having had a good time.

A royal battle between two motormen and two conductors took place last Thursday. Motormen W. O'Hern and Tom Forrester matched their Pinchle playing ability against that of Conductors F. P. Huppert and G. W. Wagner. At this writing the result has not been learned, but according to Paul Huppert's prediction, one could safely bet on the conductors.

Conductor E. P. Hodge has been on the sick list for several weeks.

Conductor R. S. Davis, who has been confined to his home for about two weeks, was at the Division a few days ago very much improved.

Conductor D. L. Weiland is again on the sick list, also Conductor H. A. Winters.

Motorman E. F. Bourland, who was struck by an automobile in November, returned to work last Tuesday.

Conductor O. Arguello, who has been on the sick list for the last two weeks, returned to work in the beginning of the New Year.

Motorman J. J. Hillis is confined to his home with a bum toe, a fender having fallen on it.

Motorman-Line Instructor G. B. Newberry has returned to his duties after having been on the sick list for several days.

Motorman-Line Instructor G. L. Ker and Motorman A. J. Stilo have been confined to their homes for the last three weeks on account of illness.

Motorman C. L. Knarreborg also has been off for several weeks on account of sickness.

Motorman G. D. Buck has returned to work after ten days of idleness and a good time.

Motorman Nate Robinson took a seven days' trip up north somewhere, and returned to his duties last Wednesday.



Division Five

FRED MASON

Conductor A. McCurry is back on the job after spending a short vacation in San Francisco. Mac drove up, but said he went by water, and it rained all the way back, too.

On New Year's Eve an inebriated gentleman wanted to ride on Motorman Andy Dimitri's car, but he didn't want to ride any place but on the front fender. Andy hopped off and told the merry gent that that was a bad place to ride and asked him to get on the car. The old boy replied: "Thash a' right, thish ish the shafest and bestest plash I found all night."

Conductor Leonard Boatman is off hunting again. He and his dad left early last Wednesday morning for Klamath Falls after geese. Here's hoping it won't be a wild goose chase.

Here's one week of Leap Year already gone and none of our bachelor motormen and conductors have been



Division Two

E. A. MOXLEY

Several of the boys are taking their leaves early this year. Motorman J. H. Hale has been granted ninety days to make a trip to Honolulu to look over the old stamping grounds. He had served there in the Army, and later worked on the cars.

Conductor H. H. Markhage plans on resting up for the next couple of weeks.

The Wolfe brothers are taking three weeks to visit relatives who are scattered over the West.

Conductor M. T. Coassart has had his tonsils removed and is taking things easy at home for a few days.

Motorman S. D. Stephens who has been off sick for some time is getting along fine now and expects to be back to work in the very near future.

Motorman Tom Brewer returned to work on the "H" Line Wednesday. He has been off sick for several weeks.

Conductor L. C. Welch has been on sick report for nearly a month and is resting up in Pasadena at the home of his sister.

Clerk F. B. Slaughter has gone back to the old pipe once more—says he's saving up his cigars for a rainy day.



Division Three

L. VOLNER

Motorman L. M. Runyon received an alarm clock from his son for a Christmas present. The following lines were attached to the clock:

"There are lot of things in this old world

That we all have to think about, But this one is the most important to you,

In order that you won't miss out."

Conductor J. E. Irwin has resigned to go down near Yuma, Arizona, on account of his wife's health.

The next two weeks will not be extra pleasant for Motorman L. F. Martin, for during that time he is going to have his teeth extracted.

So many want off each holiday that it is very hard for the office to accommodate each one, but they managed to let each one off either Thanksgiving, Christmas or New Year.

In order to be sure to be off March 17th, Motorman E. L. Burke already has his name in the book.

Conductor F. S. Leon is on an extended leave to get out in the big wide open spaces.

Conductor D. V. Judd is on the sick list, suffering from an attack of the flu.

Conductor C. R. Certain has been called East on account of the severe illness of his father.

Motorman L. F. McGinty has returned from an extended tour of the South. Mr. McGinty has been gone about two months and says the trip did him a lot of good.

Now that the bonus, Christmas and New Year hysteria is over, each one can settle down to the regular order of business and have fewer accidents—and more witnesses.

leaped at yet. Who's holding out on us?

Next Friday is the thirteenth, boys. That'll be a good day to remember to have your watch inspected.