

Starts Year With A Bang

It's a mighty good start and paves the way for trainmen to establish a record for the fiscal year of the Merit System if figures for December 1927 are the criterion.

In comparison with December 1926, December 1927 shows a decrease in the total number of demerits of 247. In December 1926 there were 628 turned in against 381 for December 1927.

Missing Out was the main classification attributable to the big decrease. This classification took a drop of sixty. There were four less demerits for Discourtesy; twenty-five less for Excessive Speed; thirty-four less for Running Ahead Of Time; forty-five less for Giving Bells Too Soon and thirty-five less for Not Stationed At Fare Box. All down the line of the numerous classifications, decreases were noticeable and helped materially to bring down the high fever mark of December 1926.

As for credits, there were seventy-two less in December 1927 than in December 1926. However Reporting Accidents and Securing Witnesses showed an appreciable gain of sixteen. Other classifications showed decreases.

Square and Compass to Elect Officers

The members of the Square and Compass Club are requested to bear in mind the date of the next regular meeting to be held on Saturday, January 21st.

At this meeting the election of officers for the year 1928, will be held. There is also a good program arranged for the evening and notices of the details of this program, together with the doings for January will be mailed in a day or so.

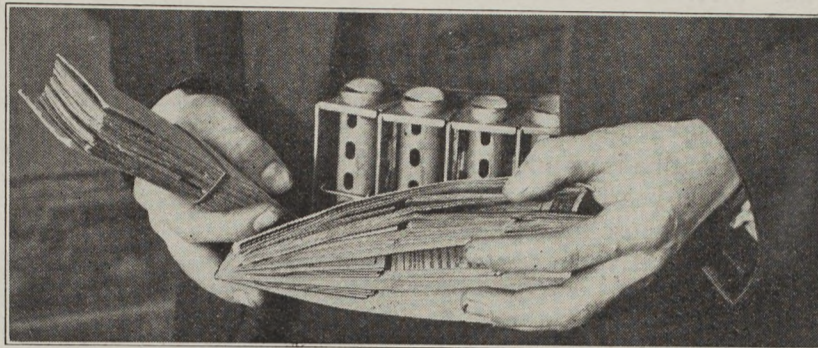
President Passes Cigars

Members of the Club do not expect to see much of President Frank B. Slaughter at the meetings during 1928. Frank announces the arrival of a baby girl on January 5th. This little lady makes the fourth member of a quartet of girls and Frank's meetings after this will be held at home. Frank is Clerk at Division Two. Congratulations and thanks for the cigars.

Renewing Curves

Work has been commenced by the Engineering Department in the renewal of curves at Monte Vista and Avenue 61.

Care With Transfers Aids Clerk



If you were at the end of a busy day checking up transfers for the Auditing Department and those transfers came to you all doubled up, mixed, creased or torn and you feel kind of peeved, then finally you come across a package of transfers all laid out smoothly, the coupons carefully tucked in between, as shown in the accompanying photograph, wouldn't that be "a gr-r-rand and glorious feelin'?" You bet it would.

When this picture of the transfers was taken, quite a bit of interest was evidenced by some conductors at the division to see what it was all about. Some of them said, "We would like to see anyone try to do that on the 'V' Line." Seeing is believing, so the envelope containing the transfers was exhibited to show that these transfers were collected on the "V" Line and the trainman responsible for the trouble taken in making things easier for himself and the man who checks the transfers is none other than Conductor Hal Franklin Henley of Division Two.

Hal comes from the "You'll have to show me" state, Missouri, but in this instance he is here to show the other fellows how it can be done. Although he consented to having his picture taken, he was not sure what it was all about, so all the things said



Hal Henley

about him in this article are unknown to him.

Also Hal is no rookie in the street car business. His length of service dates back to September 29, 1904, when he worked out of Division One. He was later assigned to Division Two as Conductor and has established a good record. Prior to starting with the Company in 1904, Hal worked as a carpenter in the Shops of the Pacific Electric Railway.

Promotions

As of January 1st, the following qualified trainmen have been appointed Regular Supervisors by W. B. Adams, Director of Traffic:

L. T. Staten, formerly Conductor of Division Two; G. E. Dunphy, formerly Conductor of Division Three and F. J. Canning, formerly Conductor of Division One.

Effective January 12th, W. B. Seehorn, formerly Conductor of Division Two was appointed Permanent Crossing Flagman, and J. E. Albert, formerly Motorman, Division Two was appointed Permanent Crossing Flagman effective January 13th.

More Service on Line "U"

Five additional cars, three Daily and two Saturdays, have been added to Line "U" in the new schedules which became effective Sunday, January 15th.

On the new Daily schedule are fifty cars, maximum, and two additional full runs have been added. On Saturdays forty-one cars are operated in the maximum period with the same number of full runs. On Sundays twenty cars maximum, are operated, the schedule providing for three additional full runs.

On The Job For Teamwork

Trainmen sometimes think the supervisor has nothing to do but check on them personally and give them demerits, but not so, according to W. D. "Bill" Snyder, Assistant Director of Traffic. Bill says:

"A Supervisor's duties are important and exacting. He must report for duty on time, just the same as the trainmen do. The Supervisor must keep a close check of the cars on the line he is working, to see that service is operated as per schedule at all times; he must take care of delays which are caused by some obstruction on track, such as a broken down truck, or perhaps a fire hose across the track, where from 10 to 15 minutes delay will necessitate cars being switched back at some point to give service in the opposite direction, until the line can be placed on schedule time. In each case he must endeavor to give patrons satisfactory car service in both directions, thereby avoiding complaints which might arise should cars all go in one direction after some of the above mentioned delays.

"Often times trainmen, when their car is late, do not understand why it can't be turned back on time, and they blame the Supervisor for ordering car through to terminal, and think he doesn't understand his business. The Supervisor can't take the time to explain to each and every trainman at the time, just why he gives certain orders, for he is busy planning necessary adjustments to regulate the service on the entire line.

"In unity there is strength," and if trainmen will cooperate with the Supervisor at such times as there may be delays in car service, by grasping the orders quickly and making sure they understand them, there will be no difficulty at all, and the Supervisor will be able to take care of delays much more easily and efficiently. The Supervisor is responsible for an entire line, and he does not like to have cars off schedule time any more than the trainmen wants his car to be off schedule.

Eagle Rock Park to Be Abandoned

With the expiration of the Company's lease of Eagle Rock Park, the Engineering Department is dismantling the old dance hall located on the property and salvaging some of the material for Vernon Yards.

The Edison Company has leased a portion of it for right-of-way purposes and the balance of the property will probably be subdivided.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

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



BOUQUETS



Take Stock

AM I satisfied with myself? If I am, I am most certainly in a bad way.

Are you satisfied with yourself? If so, we are both in a hopeless condition.

Self-satisfaction has done more to block a man's progress, even to wreck his career, than all other failings.

When the average man thinks he has "arrived," or reached the limit of his capacity, the chances are that he has not done more than make a good start—perhaps not even a good start, and on the wrong path at that.

Self-satisfaction is potentially a fatal frame of mind.

The man who kids himself into the belief that he is as much of a success as he ever will be would do well to have a heart to heart talk with some candid, courageous friend who will diagnose his case and show him wherein he might make himself about fifty-one per cent more valuable.

A man may be his own worst enemy—especially if he has erected in his own mind a blockade against further progress by deluding himself into the belief that he can do no better.



Left to right: Motorman H. T. Park, Motorman C. C. Roush, Conductor D. A. Tierney, Conductor A. V. Smith, Motorman W. V. Holman, Conductor R. L. Gearhart, Conductor R. R. Hayman.

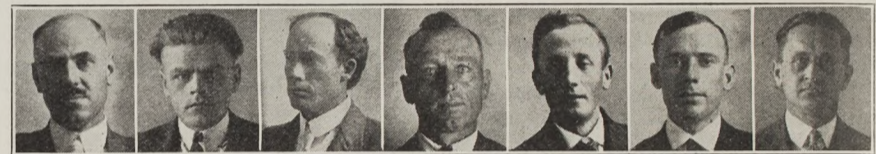
For Motormen H. T. Park and C. C. Roush, both of Division Two from Mrs. W. J. Bonnigson for their kindness in waiting for an elderly woman and assisting her onto the car.

For Conductor D. A. Tierney of Division Two from Mrs. A. R. Haynes for his courtesy to all patrons, and particularly to elderly people.

For Conductor A. V. Smith of Division One from Mrs. Helen C. Palmer for his helpful courtesy to his passengers. Mrs. Palmer writes: "I have never met with its equal in many years of travel."

For Motorman W. V. Holman and Conductor R. L. Gearhart, both of Division Two from Mrs. M. A. Jones for their kindness on a rainy night in stopping their car for an elderly man who was not at the regular stop and on another occasion, for helping a blind man off the car and to the sidewalk.

For Conductor R. R. Hayman of Division Five from Nurse Miriam Jean Rollins for his smiling, courteous manner to all his passengers and for helping her on and off the car with her numerous parcels.



Left to right: Conductor J. L. Schnur, Safety Operator J. F. Floyd, Safety Operator H. W. Frazier, Conductor W. M. Murane, Conductor H. F. Hames, Conductor J. C. McQuoid, Conductor K. F. Wright.

For Conductor J. L. Schnur of Division Four from Mrs. G. L. Wilkins for his courteous attitude toward her friend and herself, while riding his car.

For Safety Operators J. F. Floyd, H. W. Frazier, and H. A. Cornwell, whose picture does not appear, all of Division Four from Miss Grace Leadingham for their courteous and obliging manner.

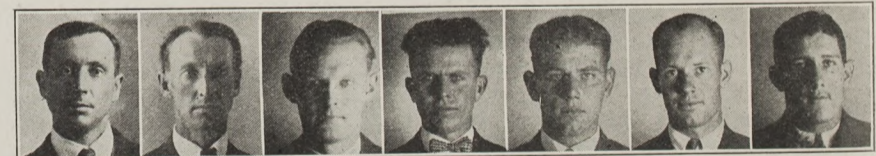
For Conductor W. M. Murane of Division Two from Mrs. Jack Critchett, who writes: "I want you to give Conductor No. 1616 the biggest bouquet for helping a poor crippled person off the car."

For Conductor H. F. Hames of Di-

vision Four from F. E. Galey whose letter follows: "I would like to commend Conductor No. 1596 for his unusual courtesy; in the eleven years of riding on your cars I have yet to meet a conductor who excels him as a gentleman."

For Conductor J. C. McQuoid of Division Four from C. B. Sherman for calling all streets, helping three elderly people on and off the car, and for giving his stool to an invalid woman.

For Conductor K. F. Wright of Division Three from Ricardo Uribe for his unfailing courteous service. Mr. Uribe states: "Conductor No. 770 is one of the best I have ever met during the twenty-seven years I have been living in this city."



Left to right: Conductor W. H. Laing, Conductor H. Newell, Safety Operator L. R. Smemoe, Conductor B. D. Stewart, Conductor H. N. Johnson, Motor Coach Operators J. W. Cook and G. W. Johnson.

For Conductor W. H. Laing of Division Two from Miss Laura C. Polard, whose letter is quoted in part: "He is unfailingly courteous, takes the greatest pains to inform passengers as to destination, and is especially solicitous in regard to children, asking them if they are sure where they go."

For Conductor H. Newell of Division Three from Mrs. Edith Rhind for his kindness in helping a blind, colored man off the car and safely to the sidewalk. Mrs. Rhind says: "We were all happy in watching his gentleness and kindly care."

For Safety Operator L. R. Smemoe of Division Four from Nurse Miriam Jean Rollins for stopping his car and waiting for a woman to board.

For Conductor B. D. Stewart of Division Four from Miss Blanche Milne, whose letter reads in part: "So far as I have observed him he is invariably pleasant and courteous. I think he deserves much praise. It makes it much more pleasant to ride the car when the conductor is pleasant."

For Conductor H. N. Johnson of Division One from Al Young who says he has never seen such a courteous set of men as the trainmen of this company, and he commends Conductor Johnson in particular for his gentlemanly and helpful manner.

Motor Coach

For Operators J. W. Cook and G. W. Johnson of the Motor Coach Division from the C. Wesley Roberts Company for their courtesy to all passengers.

LARY LAFFS



He had run out of gasoline on the outskirts of a village and saw a boy coming along the road, carrying a large can.

"Say, boy, I hope that's gasoline you have in that can," he yelled.

"I hope it ain't," the lad replied. "It would taste like the dickens on maw's pancakes."

Aunt Sidonia, an Alabama negress, was a great advocate of the rod as a help in child-rearing. As a result of an unmerciful beating which she gave to her youngest and "orneriest," she was brought into court one day by outraged neighbors. The judge, after giving her a severe lecture, asked if she had anything to say.

"Jest one thing, jedge," she replied. "I wants to ax you a question. Was you ever the parient of a puffeduck wuthless cullud chile?"

Johnny, the Stenographer, waxed poetic the other day and came up with this one: "We have a Fast and Speed, a Farr and Lowe. All we need is High and Slow."

Mother—Johnny, will you go down to the cellar and split some kindling?

Johnny—Wait till Dad comes. I heard him tell Mr. Smith that he bought twenty-five dollars worth of chips last night.

Caller: "Is your husband a fast writer?"

Poet's Wife: "Fast? Why, the other day I got out seven lines of washing while he was getting out four of poetry."

When worms are scarce a hen scratches all the harder.

"Your son," remarked a philanthropic district visitor to an old Irish woman in the east end of London, "seems to be an enterprising lad."

"Indade, ma'am," was the reply, "an' since the world was a world there's bin no cleverer boy than my Mickey. Why, he's just made two chairs an' a stool out av his head, an' has plenty av wood left for two more."

"You're certain there are no alligators here?" he inquired of the guide.

"Nossuh," replied that functionary, grinning broadly. "Ain't no 'gators hyah."

Reassured, the tourist started out. As the water lapped about his chest he called back:

"What makes you so sure there aren't any alligators?"

"Dey's got too much sens," bel-lowed the guide. "De sharks done skeered them all away."

Military Commander: "Forward, march! Company halt! Forward, march! Squads, left! Squads, right! On left into line! By the right flank, march! Halt! Rest. Attention!"

Irish Recruit: "Begad, if I'll work for a man who changes his mind so often."

Two Scotchmen were riding on a train. They were both heavy smokers. The first Scot asked the second for a match. The second handed him the match. The first Scot, feeling around in his pockets, said, "By George! I can't find my tobacco."

The second Scot, holding out his hand, said, "Well, you won't be needin' the match then."

Bulletins

ISSUED JANUARY 16, 1928

Street Car

NO. 3—NOTICE TO CONDUCTORS

1927 passes being turned in by employes and dependents show in a large number of cases that the pass has not been properly signed by the holder.

Passes must be signed on the reverse immediately on receipt of same, and in the future employes will be expected to comply strictly with this rule.

NO. 4—NOTICE TO CONDUCTORS

Complaints are again being received regarding the throwing of old transfer stubs, waste paper, etc., from cars, littering up lawns, etc.

These complaints coming especially from the vicinity of West 54th Street between Denker and Normandie, at the Mesa Drive terminal, and on Line "H" from Vernon Avenue to the South terminal.

This practice must be discontinued at once.

NO. 5—NOTICE TO CONDUCTORS

The following firemen's pass books are reported lost:

27054 issued to Capt. R. J. Roth.
28526 issued to Fireman Charles B. Walker.

37650 issued to Auto Fireman Earl L. Llewellyn.

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

NO. 6—NOTICE TO CONDUCTORS

Pass No. 4329 issued in favor of Mrs. Robert Conley, dependent wife of Robert Conley, Janitor, Mechanical Department, is reported lost.

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

P. B. Hill

More Mileage

Supplementing the request article for track mileage of the different lines of the system, we are giving below the mileages of the short line terminals:

Line	Miles
E Townsend to Arbor Vitae.....	19.58
Hawthorne to Avenue 45.....	20.16
Arbor Vitae to Avenue 45.....	17.92
F First and Fresno to Manchester.....	10.85
J West Jefferson and Ninth Avenue to Florence and Pacific.....	11.32
M Fifty-fourth and Mesa Drive to Third Avenue and Santa Barbara.....	13.68
Fifty-fourth and Mesa Drive to Vernon and Arlington.....	13.98
Manchester to 54th and Mesa Drive via Bdy. Place.....	14.63
Manchester to Third Avenue and Santa Barbara.....	13.01
Manchester to Vernon and Arlington.....	13.31
Manchester to 48th and 6th Ave.....	13.89
S Santa Monica to Goodyear.....	11.21
V Monroe and New Hampshire to Vernon and Pacific.....	9.34
Slauson and Santa Fe to First and Vermont.....	9.23
V Leonis and Downey to First and Vermont.....	9.93
Vernon and Pacific to First and Vermont.....	8.34
Slauson and Santa Fe to Tenth and Vermont.....	7.83
Leonis and Downey to Tenth and Vermont.....	8.52
Vernon and Pacific to Tenth and Vermont.....	6.94
Evergreen Shuttle	
Euclid and Whittier to Wabash.....	1.80

For Sale or Trade

Tenor Banjo, with case, worth \$230 for \$150, or will trade for small car. B-159.

New Changes And Additions During 1927 Boost Efficiency

In looking over the accomplishments for 1927 of the Engineering Department in either changes or new equipment for the betterment of the Railway during the year, it might be interesting to note some of the items that have appeared in Two Bells:

A new cleaning plant for metal car parts was installed at the Mechanical Department of Division Two. This equipment was designed by the Engineering Department.

Two double girder electric cranes were erected in the Motor Coach Repair Shop.

Improvements were made on the Fairbanks Scale at the Vernon Yards for weighing street cars.

New brake shoe grinder designed by the Engineering Department and installed at South Park Shops.

Latest type of feeder panel installed in the Garvanza Substation.

New Miller installed at South Park Shops for cutting spirals and milling iron and steel motor castings.

Two-motor equipment changed to four-motor on Line "W."

New fire apparatus and equipment installed on the properties of the Company.

New fire hose bridges designed by the Engineering Department and built at South Park Shops.

Division One equipped with new lighting system.

Outdoor switching station planned to adjoin the Vernon Automatic Substation for receiving power from the Edison Company.

Material Car 9312 rebuilt at South Park Shops.

Ground broken for the new Inglewood Substation.

Six flat and five dump cars rebuilt at South Park Shops.

Latest type of street car No. 2501 completed and placed in service.

Up-to-date steam cleaning plant designed by the Engineering Department and installed at South Park Shops, providing for a new type of steam pressure gun for cutting off dirt and grease from mechanism of street cars and motor coaches.

These are just a few of the high lights in construction or changes in equipment that are instrumental in improving working conditions for the employes and comfort of patrons in the building up and maintaining of an up-to-date street railway.

Legal Questions

Q. I wish to have my lot surveyed and staked. Can I have this done by the City Engineer? K. J.

A. No. The City Engineer does no private surveying. It will be necessary to engage a private engineer, to whom all of the City Engineer's records are available.

Q. What is the basis for computing inheritance tax in this state? D. R.

A. The market value of the property on date of decedent's death, except where transfer is made in contemplation of death when the value on date of transfer governs.

Q. What is the procedure under the Torrens System of handling real estate Titles in California? G. B. M.

A. All lands may be brought under the operation of this Act by the owner or owners of any estate or interest therein, either legal or equitable, by filing with the County Clerk his or her or their verified petition to the Superior Court of the county within which such land is situated.

Q. What are the powers of persons appointed as Administrators of a will? T. V.

A. Generally to do the same things for the preservation and management of the estate as the decedent could or should have done, except that whereas the decedent may have been careless the Executor or Administrator must (under oath and bond) be very careful, especially so with reference to the interests of the creditors and the heirs. An Executor will follow the directions outlined in the will, in so far as the law will allow him so to do; while an Administrator has only the law to follow. Pay the debts and expenses of administration out of such moneys as may be on hand, or by raising funds for such purpose by mortgage or sale of the property of the estate. Complete the contracts of the decedent. For everything which can lawfully be done there is a proper course of procedure and that course and no other must be pursued. See that the proper heirs get upon distribution the proportions of the remainder of the estate to which they may be entitled.

Q. What becomes of property taken in violation of the Alien Land Act? E. C. H.

A. Escheats to the State after proceedings instituted by the Attorney General. Any leasehold or interest less than the fee required in violation of the act is also subject to escheat and sale as provided.

J. A. Defty



This week we present Motorman John Armstrong Defty of Superintendent Dickey's Division.

Jack hails from England and prior to starting with the Railway, engaged in mining, transfer and city work, in and around Los Angeles.

He started with the Company in October, 1901, and according to Superintendent Dickey, has been a perfectly satisfactory motorman and is good for many more years in the same kind of work.

As will be noticed in the accompanying photograph, Jack usually carries a sober countenance, but it is known by everyone with whom he comes in contact, that he is a kind hearted rascal. He is always patient and encouraging toward the new men, which is positive proof. Jack holds a warm place in the esteem of Superintendent of Operation Hill, for this very reason, as it happens that Superintendent Hill was a "rookie" under Jack's wing many, many years ago.

Special Rates Provided for Light Operas

Arrangements have been made by C. V. Means, Traffic Manager, for special rates for employes of the Company, their families and friends to the light operas now being presented at the Shrine Civic Auditorium at West Jefferson and Royal Streets.

Regular \$1.50 seats can be procured for \$1.00 and the regular \$1.00 for 75c. These reductions are obtainable only upon presentation of "Special Courtesy" cards which have been supplied the Division Superintendents or Department Heads. These reduced rates hold good from January 12th to 29th, inclusive, and are good every night except Saturday; also good at matinees given Wednesdays and Saturdays.

The week ending January 16th, "Wildflower" is being presented, to be followed by "Boccaccio," "Naughty Marietta," "Prince of Pilsen" and "Bohemian Girl." Several other first-class light operas are to follow.

Motor Coach Division Holds Meetings

On January 10th, last, two meetings were held at the Motor Coach Division, one at 10 A. M. and one at 8 P. M., for employes of the Los Angeles Railway Motor Coach and the Los Angeles Motor Coach Companies.

C. M. McRoberts, General Claim Agent gave the men something to think over from the accident angle of Motor Coach operation, and F. Van Vranken, Manager of the Companies, urged the men to "gird up their loins" for a better year in 1928.

Both meetings were very well attended—some three hundred men taking the opportunity to listen to some interesting and instructive information given at these talks.

Servicing and Repairing

Now that the holiday traffic has subsided, the Engineering Department is at work servicing and repairing several intersections and special work. At present this work is under way at 10th and Broadway, 11th and Broadway and Broadway Place and South Main.

Division Assignments

The following men have been sent to their various divisions during the week ending Wednesday, January 11th:

To Division One: Motorman M. J. Thomason.

To Division Two: Conductor E. V. Muckey.



Division One

H. N. COLE

Last Friday Conductor Ed Urban got off his run and Motorman E. M. Worsley missed out. Both were loafing around waiting for something to turn up, when a call came from Hollywood calling for a goodlooking crew to operate a car at the Santa Fe Station in the shooting of some pictures. Of course both of these gentlemen filled the requirements, so they spent a very pleasant day mingling with the movie folk.

Examinations have been resumed since the holidays and so far this week Conductor J. W. McCurry and Motormen L. R. Wood and A. E. Woodfin have been up to tell Mr. Healy how much they know.

We are a little envious of the luck that has come the way of Conductor L. C. Price. A post of the American Legion needed some entertainers for an entertainment they were giving, and Price secured them for the Post at no cost. In a day or two he received not only an invitation but a request, from a member of the Legion who has an aeroplane, to come out and ride in his plane for a half day or for a whole day if he could stand it. Price is going up. It pays to be a good fellow.

Motorman M. M. Spence has been off two weeks nursing a severe cold and the day he expected to report for duty he accidentally smashed his finger with an axe. If it isn't one thing it's another.

Conductor R. O. Fortune is the proud father of a fine baby girl. She arrived last Sunday and everybody concerned is happy.

Whenever Conductor L. W. Corley is marked up to a run on Line "D" he invariably asks off. Wonder why? Motorman L. T. Riley is taking ten days off to try out some other line of business.

Conductor E. P. Hodge who has been on the sick list for about two weeks has returned to work.

Conductor L. L. Johnson who had his arm broken just before the holidays, while cranking his machine, was at the division last Wednesday shaking hands with the boys.

Conductor-Line Instructor R. I. Woodson of the "D" Line, is growing a mustache. Everybody take notice.



Phylis Bernese Cook, twenty months old granddaughter of B. B. Baker of Division One, is Grandpa's pet.



Division Two

E. A. MOXLEY

Motorman J. A. Godwin is able to be up and around now, takes a little stroll every day with a pair of crutches, but that isn't so good.

The new schedule on the "U" Line goes in effect Sunday, January 15th, don't forget boys.

Sunday afternoon E. F. Weaver and J. A. Madigan drove out to the Olive View Sanitarium and had a long visit with Sam Millard. Sam is enjoying good health and expects to be back to Los Angeles in a month or two, and he wanted to be remembered to all the boys at Division Two.

Conductor O. A. Croxdale, who was struck by an auto on New Year's Eve, was at the division the first part of the week all wrapped up in bandages. No bones had been broken, but he looked as though he had been treated pretty rough. He will be back to work as soon as all the bruises are healed.

Motorman E. F. Thomas resigned in order to try out some other line of work. Here's wishing you luck E. F.

Conductors C. C. McAlister and B. M. Whitaker, who were called to Texas on account of the health of their mother, were unable to return on that account and sent in their resignations.

Motorman W. E. Hancock is now wearing cap numbers one, through the courtesy of Mr. R. B. Hill. Walter is top man on the General Seniority List, and his ambitions are to complete forty years of continuous service with the Los Angeles Railway, and he hasn't many more years to put in to make it. He doesn't look as though he would play out in just a few years, so perhaps he can beat that record.



Division Four

C. J. KNITTLE

The many friends of Conductor G. L. Morey were shocked to learn of his sudden death last Sunday. Acute indigestion was the cause. Mr. Morey had been with us since December 4, 1923. A beautiful floral piece expressed the sympathy of his co-workers.

Conductor Jim Saunders, Foreman B. B. Boyd and Clerk Roffee returned from their hunting trip to Willows Monday night with two geese. B. B. and Roffee blushing admitted that Jim had shot both of them. Jim was also given credit for stopping half of a jack rabbit. The other half is still running.

Mrs. E. E. Johnson, wife of Johnnie, our genial Typewrist, is convalescing rapidly from an operation. She is in the Heart of Screenland Hospital, Culver City.

The following men are on the sick list: Conductors A. A. Goldsmith, F. W. Reynolds, C. L. Vaughn, S. L. Christ, Motormen H. V. Tillman, O. F. Surman, R. L. Sexton, Safety Operators L. R. Smemoe, C. W. Allen, G. H. Witham.

Conductor Joe Federbush had an argument with his dog last Wednesday and had to lay off the next day. The brute bit a small chunk out of Joe's face.



Division Three

L. VOLNER

Saturday, January 7th was a red letter day for the Conductors of Division Three—Not a trip sheet error on that date.

Instructor Grant Clear has been very busy demonstrating the whys and wherefores of the Multiple Unit Equipment. He has had large and attentive audiences.

Conductor N. W. Simmons has gone to his ranch near Hemet for a few weeks' rest.

During the past week, there has been a regular parade of cars from Division Three to Division Five. They are being stored in the new yard recently completed at Division Five.

To take a much needed rest, Motorman Frank Milano has secured twelve days off duty.

Motorman H. R. Miller is off for one week, getting ready for spring planting on his ranch near Arcadia.

Mr. Harry Tuttle, the rotund purveyor of eatables at the L. A. Restaurant, is up in the air these days. He has a reliable Reo which has served him faithfully for several years and now he is on the verge of acquiring either a Stude or a Ford. It is sure hard to pick 'em.



Motor Coach Division

ELMER WOOD

Conductor C. V. Coleman kissed the rear platform good-bye last month when he was given a regular shift in the office as receiving clerk. On the first of the year the clerks also had a shake up. Their hours were changed, and are now from 5 A. M. to 1 P. M.; 1 P. M. to 9 P. M. and 9 P. M. to 5 A. M. which the boys like much better. Conductor V. G. Smith is relief clerk.

Operator H. C. Pierson is quite the pilot now, (not the army kind). A few weeks ago he took some friends for a spin up to San Francisco in his aeroplane over the week-end. It was a delightful trip, Pierson says, as the weather was great and the scenery was beautiful and everything went O. K. M. N. X. (Apologies to Jack Bailey.) They were only five hours in the air going to the Bay City and a little less coming back.

Operator V. R. Hathaway is tired of driving passenger coaches so has resigned to accept an oil truck driving job. His resignation takes effect this Friday so you will have time to bid him au revoir and wish him success.

Just to correct some misleading rumor. Out of the six men who left the service last week, Hathaway was the only one to resign in accordance with the rules of the Company.

We are looking forward to the following new men when securing a day off. C. F. Cherry, M. E. Watson, D. J. Record, C. A. Spuehler, D. W. Wilson, G. M. Paul, J. E. Hill, W. A. Pearson and A. J. Peterson.

Garage News

V. F. Anderson, Mechanic on the First Shift, has resigned to return to his former line of work with the Southern California Telephone Company.

John Graham, of the Second Shift, and Joe Lane, of the Third Shift have also resigned. Lane has gone to Mexico.



Division Five

FRED MASON

Motorman "Big Jim" Morton is off for thirty days to rest up, and picks San Diego to do it in. Now I ask you confidentially, could there be a nicer place to stay in this beautiful weather we are having?

Friday, the thirteenth, don't mean a thing in Conductor B. C. Bayliss's young life. That was the day boys, he went and tied the nuptial knot. And on the way to the wedding a black cat ran in front of the machine and he stopped and picked it up. Some unlucky person lost a good black cat. Good luck to you Bayliss and may thirteen continue to be your lucky number.

Mrs. Gorby was seeking information of her husband, Motorman J. H. Gorby, as to what those fellows in the yard, meaning the switchmen, did. He asked her who she meant by those fellows in the yard and she replied "Those fellows who pull the tracks apart."

Conductor Fred Buxton's fishing trip last Saturday was far from a successful one. Fred had his rod and line dangling from the pier when a big wave coming in attracted his attention. He glanced just for a moment and then saw his rod, line, reel, sinker and everything going. He made a grab for it, caught it but was unable to hold it. The undertow was too strong for him and he had to let go. Fred did some mighty tall cussing but he's still short a real good fishing outfit. He'll be fishing every Saturday just the same though.

Motorman E. Rittershaus, who transferred over here from Division Three some time ago, resigned last week on account of ill health and is going to San Francisco to live.



Shops

JACK BAILEY

The many friends of Harry Connors, Janitor in the new Carpenter Shop, will be pleased to hear that he is convalescing from a light paralytic stroke and will be able to report for duty soon.

C. Quintana of the Winding Room, is now on the upward road to recovery after a critical operation.

Fred Rappe, R. S. Wallace and B. M. Cinnamon of the Truck Shop have been on the sick list. Glad to have you back, boys.

Joe Harlow, Machinist in Truck Shop, will now stand by the claim that it is safer to ride the street car than to drive an automobile. Joe has been laid up for some weeks but is now back on the job.

Jack Bickford, Transfer Table Operator, and wife, fell in the snow at Big Bear several week-ends ago and Jack has not been able to shave his face all over since.

Several of the boys at the Shops were planning on ushering in the New Year with new automobiles, but they have not got here yet. Electrician Ed Brimm hopes Henry gets them here before his 1910 Packard goes haywire.

(Motor Coach Continued)

M. Walters, Mechanic on the Third Shift, was transferred to the Battery Room of the First Shift.