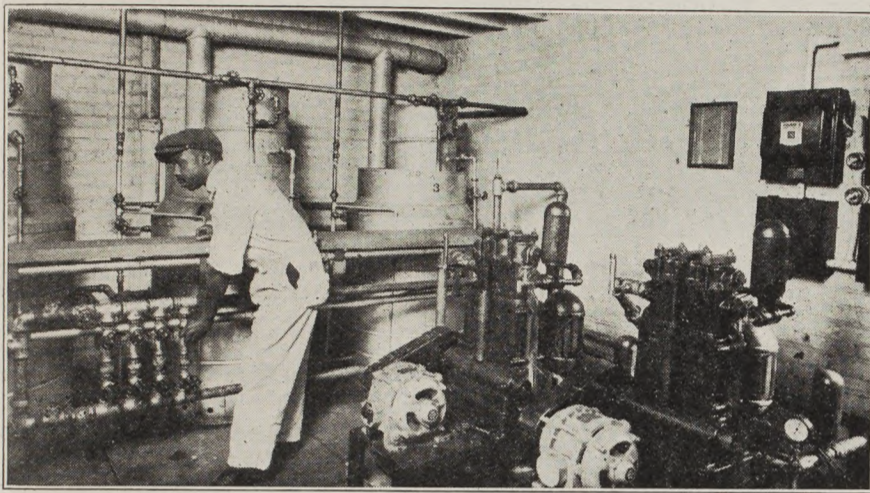


The Three Musketeers Of Coach Division



The top picture looks like a close-up of a modern still, still it isn't. It's a picture of the "Three Musketeers" with Foreman Horace Franklin of the Wash Rack at the Garage, unloosening some of the beverage that cleans the motor coaches.

The bottom picture shows the other end of the story, and gives the likenesses of William Raines, A. Young and C. Hodges cutting off the dirt and grease with the modern contrivances. With this method, forty-two motor coaches are cleaned daily and eight men are kept continually busy in this task.

The hot water heaters shown in the top picture are thermostatically controlled and keep the water at a predetermined heat. Above them are the solution tanks. The two high pressure pumps also seen in the picture operate at a pressure of 300 pounds to any four-outlet nozzles of the high pressure system continuously. There are five lines that run into the intake manifold of each pump—cold water, hot water, soap, Oakite and distillate and the valves and piping are so arranged that any one of these five liquids, or any combination, may be turned into the intake manifold of either pump at the discretion of the head motor coach washer.

To each pump is connected a high-pressure pipe line that runs the entire length of the Wash Rack. A line is tapped off each of the pump lines at intervals and runs to the four corners of each washing bay. Each line is provided with a globe and check valve—the globe valve for regulating the flow of liquid and the check valve to prevent the liquid from the other pump line entering. With this arrangement a washer may use the liquid of either high pressure line or any combination of the liquid contained in the two lines. Also there is a remote control system with push button located at each high pressure



hose outlet so that a washer may cut off the pumps from his station.

In the lower picture the first man is using the soap, the second man, water and the third man has the air hose for drying.

In addition to this there is a room for cleaning parts. This compartment has two high pressure hose outlets and high pressure air outlet similar to those in the washing bays.

One of the washing bays is arranged with a pit for accessibility in cleaning the chassis and frames of motor coaches.

The completion of the Wash Rack at the Garage marks another score in the building program in the acquisition of modern equipment for the upkeep of motor coaches.

Newcomers

Introducing this week, A. R. Irish and G. B. Collins, Investigators in the Claim Department. Collins is the son of our well known Supervisor of Safety, John Collins.

Also introducing S. W. Holt, Clerk in the Engineering Department.

Special Extra!

Two Bells is getting out a special illustrated edition next week. It will be a portrait gallery of best sellers.

Now what we did was to pick out the best looking and best natured trainmen and when each was in a particularly becoming and entirely natural pose, we snapped his picture and stole quietly away with it.

Certainly yours will be among them. Watch for it!

Shields Wins Second Place

Soaking wet and cold, his motor flooded, but game to the last, Don Shields, Mechanic of Division Two and pilot of the "Miss Cleveland" in the Catalina Island Outboard Motorboat Race, was forced out of the race after completing a lap and a half of the two laps in the course. At the time of the mishap, he was in second position, the "Seasled" being the first and only craft to cross the finishing line.

The ocean that had been becalmed for several days prior to the race, held on Sunday, January 15th, became suddenly rough and played numerous pranks on the little craft and turned the whole event into an endurance contest rather than a race. Last minute plans had to be made to change the course. It was originally planned to race the small craft around the Island, but this was found to be impossible, so the course was plotted on the sheltered side of the Island, using a fifty mile course with two laps of twenty-five miles each.

In the first lap, boat after boat was upset or the motors flooded by the rough sea, which was being continually lashed by high winds. Some of the frail craft crumpled up completely. Shields was in fourth position at the end of the first lap but continued on the race reserving his speed for the last half. Practically all of the other boats quit on the first lap, as the sea became rougher as time went on. On the second lap Shields' craft struck an immense wave which stood it on its stern and completely flooded his motor. He was picked up by a Coast Guard Cutter, given dry clothing, hot coffee and something to eat.

There is considerable contention among the contestants and others concerning the awarding of the silver trophies to the craft that finished on the first lap. If the prizes are awarded in this manner, Shields will receive the fourth trophy or Dyas Cup, although it is felt he should receive the trophy for second place inasmuch as the "Miss Cleveland" was the last craft to be taken out of the water when it was in second position. A meeting is to be held in the next few days by the Southern California Outboard Motorboat Association to determine this point and attempt to settle the dispute.

First Dance of Year

Don't forget the first entertainment of the year for employes and their families to be given at the Foresters Hall at 955 South Olive Street, on Saturday night, January 28th. You are requested to attend and bring as many members of your family as possible.

The vaudeville show starts promptly at 8:00 P. M., and a good dance program will follow. Your pass will admit you and identification certificates are furnished for the use of members of your family.

Get the habit in 1928 and attend these meetings regularly.

Believe It or Not—

George E. Ferguson, Superintendent of Division Five, is reducing! From the latest reports it is stated that he has been exercising too strenuously and is now resting up at home under doctor's orders. After George reduces his waistline what will the other Superintendents have to talk about?

Service Discontinued

On Sunday, January 22nd, the service was discontinued to Eagle Rock Park on the "W" Line. This was deemed necessary due to the fact that Eagle Rock Park has been turned over to the Southern California Edison Company for their purposes.

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

That Job Of Yours

THE value of your job, to you, depends more upon you than upon the job. Just as in the case of the savings bank, the more you put into it the more you can take out of it.

No job can help its holder to a better one until and unless the holder helps the job to be rightly done. The interesting thing about any job is that to make it interesting one must take an interest in it. If one does, out of it he gets not merely a living in the way of salary or wages, but enjoyment, development, advancement.

Any job is a good friend if treated in a friendly manner.



The Test Of A Man

THERE is no truer test of a man's qualities for permanent success than the way he takes criticism. The little-minded man can't stand it. It pricks his egoism. He "craw-fishes." He makes excuses. Then, when he finds that excuses won't take the place of results, he sulks and pouts. It never occurs to him that he might profit from the experience.—Thomas A. Edison.



LARY LAFFS



"See here," the Indian inspector declared, "it is a violation of the law now to have more than one wife and the law must be obeyed. When you get back home you tell all of your wives, except one, that they can no longer look upon you as their husband."

"You tell 'em," suggested the Indian after a moment's reflection.

Want ad in the Wichita Falls Times —"For Sale—a full-blooded cow, giving milk, three tons of hay, a lot of chickens, and several stoves."

Millionaire—"I owe all my success to only one thing. Pluck, just pluck."
Sagacious Questioner—"How do you find the right people to pluck?"

Bill—Say, George, I dreamt of you last night.

George—What was it?

Bill—I dreamt you were coming down Hollywood Boulevard leading a jackass, singing "Me and My Shadow!"

George—*!"!*")!!!

A Scott named McIntosh had an argument over his taxi fare. The driver talked harshly and insulted the Scot.

"Do you know who I am?" he said, proudly. "I am a McIntosh."

"I don't care if you're a brand new umbrella, I'll have my fare," said the driver.

"Look heah, you niggah," shouted Rastus. "Ef you-all don't play dis heah game hones', I'se a-gwine ter climb your frame. Dem cards what you just laid down da, ain't de ones I done dealt you."

Percy—"What do you think of Brown?"

Patrick—"He is one of those people that pat you on the back before your face and hits you in the eye behind your back!"

Voice on phone—"Send me a bushel of oats."

Clerk—"Who for?"

Customer—"Don't get funny with me; they're for my horse."



BOUQUETS

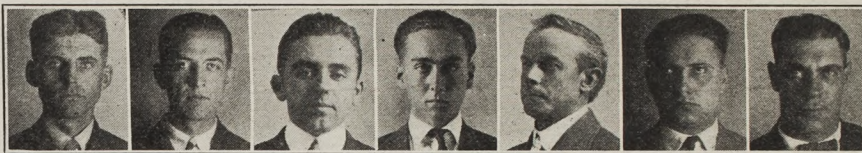


Left to right: Conductor M. C. Latham, Motorman H. O. Boutwell, Conductor G. R. Perdew, Conductor T. D. Hall, Conductor W. Jennings, Conductor S. J. Riggs, Conductor D. W. Gibbs.

For Conductor M. C. Latham, Motorman H. O. Boutwell, and Conductors G. R. Perdew, T. D. Hall, W. Jennings and S. J. Riggs, all of Division Three from Miss Ella M. Kennedy, who wishes the conductors and motormen of the "2" Line a Happy New Year and particularly the trainmen mentioned above, for their kindly

helpfulness to her whenever opportunity offers.

For Conductor D. W. Gibbs of Division Four from E. R. Sutphen for his unflinchingly efficient and courteous manner. Mr. Sutphen's letter reads in part: "If there is anyone who deserves credit, I feel that Conductor No. 2618 deserves it."



Left to right: Motorman J. R. Williams, Conductor F. J. Donnelly, Conductor H. E. Schultz, Conductor A. C. Kingsbury, Conductor L. P. Johnson, Motorman M. G. Johnson, Conductor H. Russell.

For Motorman J. R. Williams of Division One from Miss R. Glazer for his thoughtfulness in helping a blind man off the car and safely to the curb.

vision Three from Mrs. F. T. Allen for his thoughtful kindness to her.

For Conductor F. J. Donnelly of Division Two from Miss Helen G. Ball who says: "I could not help observing his courtesy and pleasant manner. He treated the passengers with such respect and his quiet manner caused favorable comment."

For Conductor L. P. Johnson of Division Five from C. H. Dayton for courtesies extended to him. Mr. Dayton's letter concludes: "Such employes are worthy of any good thing you can do for them."

For Conductor H. E. Schultz of Division Two from William J. Gibbons, whose letter is quoted in part: "I observed him today and his innate good nature, unflinching courtesy and all around humanness is extraordinary."

For Motorman M. G. Johnson of Division One from Mrs. Mary M. Joris for waiting his car for her to board. Mrs. Joris says: "I think the men on the cars are wonderfully patient."

For Conductor A. C. Kingsbury of Di-

vision Five from Nurse Miriam Jean Rollins for his courtesy to all his passengers, and especially for his kindness and helpfulness to an elderly crippled woman.



Left to right: Motorman A. L. Chilson, Conductor A. J. Hathwell, Conductor L. A. Barnes, Conductor J. C. McQuoid, Conductor L. Rogers, Conductor P. J. Gerhardt, Motor Coach Operator E. S. Jenkins.

For Motorman A. L. Chilson and Conductor A. J. Hathwell, both of Division One from Mrs. Katherine Spangler Smither for their kindly and gentle care of an elderly woman who was taken very ill on their car.

helpful courtesy in giving information.

For Conductor L. A. Barnes of Division Three and Conductor J. C. McQuoid of Division Four, and Conductor A. J. Hathwell, of Division One, whose picture appears in the foregoing bouquet, from Mrs. E. A. Dobbins for their efficient and pleasant manner in handling crowds. Mrs. Dobbins concludes: "I have travelled on the street cars here in Los Angeles for over twenty-six years, and only once or twice have I seen or heard any misconduct from any trainmen."

For Conductor P. J. Gerhardt of Division One from Mrs. E. C. Regnier whose letter is quoted: "As a patron of the Ninth Street Line I take pleasure in reporting the universally kindly courtesy of Conductor No. 1772. I feel such capable men in your employ should be given credit. I do not know his name but pass this message on to you gratefully."

Motor Coach

For Conductor L. Rogers of Division Two from Mrs. Ellen Wilde for his

For Operator E. S. Jenkins of the Motor Coach Division from Miss Lillian F. Hartnett for his most efficient and careful operation of his bus. Miss Hartnett's letter concludes: "I am in a position to know a careful driver and a courteous gentleman and I cannot praise this operator too much."

Bulletins

ISSUED JANUARY 23, 1928

Street Car

NO. 7—NOTICE TO TRAINMEN

The switch at First & Broadway, turning from west on First Street to south on Broadway, has been ordered changed to a chain-pull switch with the switch point set for the curve.

This in order to permit Line "P" cars to use the curve without having to use power to throw the switch.

All trainmen operating over this switch must watch for this change, and pull-out cars going west on First be prepared to pull the switch as soon as change is made.

NO. 8—NOTICE TO CONDUCTORS

Pass No. 4819 issued to A. J. Carhart, Conductor Division No. 2, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

R. B. Hill

New Schedules on Line "J"

New schedules on Line "J" which became effective Sunday, January 22nd, provide for two additional cars daily. One early run has been added and one late run taken off.

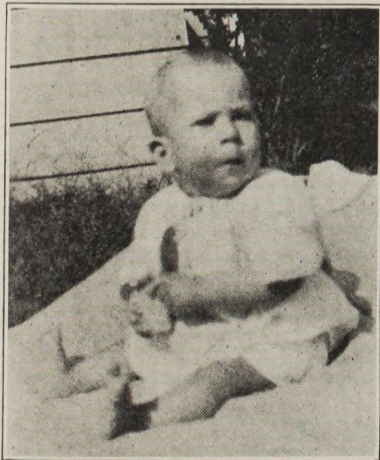
On the Saturday schedule, four cars have been added, providing for seven more early runs and one less late run. There are no P. M. extra runs on the new schedule.

The Sunday schedule provides for six additional early runs, one late run and no extras.

More Track Work

With the completion of repair to crossings in the vicinity of 11th and Broadway the Engineering Department is moving the gang of men to renew the crossing and diamond at Vernon and Hoover.

All track work has been completed on Spring Street north from First to Temple and as soon as the ornamental poles are installed by the City, work will be commenced by the Line Department in the installation of all over-head wires.



This young man is Alan Quinn, 9 months old son of Conductor H. F. Quinn of Division Three.

Let the Chilly Blast Blow

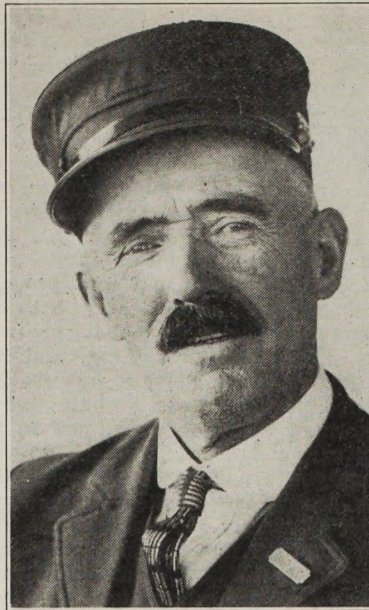
It's a chill wind that blows nobody good and those heaters recently installed at Divisions Three and Five can now be appreciated. They look much better and are more efficient than the old style heaters formerly used for heating.

Lary's John McCormick

The musical world has its John McCormick and it is only fitting and proper that the Railway should at least have his namesake, so this week we are reproducing the likeness of John F. McCormick, who pilots cars out of Division One. When our Mac sings he does so to himself and thus prevents complaints being sent in by passengers on his car.

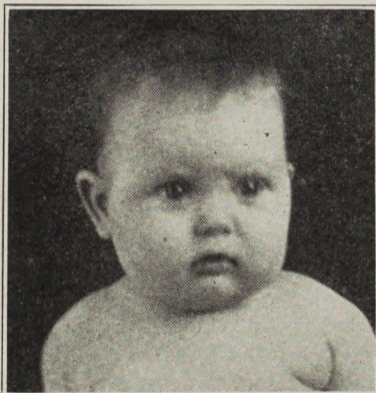
Like a good Irishman, Mac was born in Glasgow, Scotland. Early in life he moved to Galway, Ireland, where he remained until he was eighteen years of age. As peace continually breaks out in that fair country, Mac decided the next best place for an Irishman was Chicago. But even Chicago did not suit Mac and he moved to a dairy farm in northern Illinois. The chilly blasts of a few winters were enough for him, so he did the same as everybody else is doing these days—came to Southern California. That was in 1900, and he immediately became a part of the organization of the Los Angeles Railway to bask in Southern California's sunshine ever since. (Eastern papers please note).

Mac started in at Division One, and when the Towers were first put into operation he was one of the first men to hold down that job. In 1912 Mac went back on the cars out of Division Five, but he had a hankering to return to the scenes of earlier days,



so he traded back to Division One, where he is today. McCormick works an early run on the "R" Line and works P. M. traffic for recreation.

Not only is he held in high esteem by all his fellow workmen and the office force, but a large per cent of his passengers know him and like him because of his friendly attitude towards them, and the careful manner in which he handles his car.



Bernice Joy, a one-hundred per cent baby, daughter of R. L. Lewis, Mechanic on the Third Shift at the Garage.

Inglewood Substation

Work is progressing on the new Inglewood Substation. The steel structure is now completed and all walls, both exterior and interior are finished up to the mezzanine floor. The mezzanine floor is cast and forms are now being stripped from the completed portions.

Personal Mention

George Link, Chief Clerk in the Engineering Department, is a home suffering from a severe cold.

Reports from C. D. Clark say that he is improving steadily and hopes to be out of the hospital soon.

Latest reports from C. W. McBain, Verification Clerk in Room 710 indicate that Mac is convalescing but unable to return to work yet.

For Sale

Gas Range, six-burner, low oven, good serviceable condition. B-160.

1921 Ford Touring, very cheap, in good condition. B-161.

For Trade

Will trade 1925 Ford Coupe and 1921 Ford Touring for coach, any make. B-162.

Square and Compass at Angeles Mesa

Getting into the new year in full swing, the Degree Team and members of the Square and Compass Club assisted in conferring the Master Mason Degree on their first candidate of the year, T. T. Leech, Conductor of Division Five, in Angeles Mesa Lodge on Tuesday, January 17th.

A pretty good showing of Club members was noticeable. A small Masonic emblem was given Leech, Superintendent Dye making the presentation speech.

"Lions' Den" Scene of Much Activity

With examinations for trainmen on Mondays, Wednesdays, Fridays and Saturdays, together with examinations of 90-day men on the remaining week days, the Instruction Department is "hitting on all six." According to Daniel Healy, Chief Instructor, his Department is attempting to finish the trainmen examinations some time in May of this year.

Motor Coach News

Wilshire Boulevard Line

Additional service is being provided on the Wilshire Boulevard Line for patrons of the Windsor Square Theater. On Wednesdays between the hours of 1:00 and 3:00 P. M., a five-minute headway is arranged and on Saturdays between the same hours, a four-minute headway is scheduled.

Figueroa Street Line

Schedules are being prepared to provide for increased service during the morning rush period on this line.

New Twin Coach

With the successful operation of the twin coach, it is expected that the Motor Coach Division will place this unit in service either on the Figueroa or Mines Avenue Line.

Legal Questions

Q. What procedure is necessary to help quiet title when title is in doubt?
T. J. B.

A. Fence property, occupy it, and maintain possession continuously for five years, pay all taxes and assessments for first five years.

Q. Would an agreement for the sale of real property, or any interest therein, be valid unless in writing?
L. H.

A. No.

Q. Where property is purchased partly with the wife's separate funds and the balance community funds and deed taken in the name of husband and wife, what is the status?
M. R.

A. One-half is the separate property of the wife and one-half community property.

Q. What is a mechanic's lien?
C. J.

A. A mechanic's lien is a lien upon real property to secure compensation of those who have furnished labor or materials, or both, in the improvement of the property. It is not confined to mechanics but includes laborers, material men, contractors or sub-contractors.

Q. When do unclaimed bank deposits escheat to the state?
G. T.

A. In twenty years from the time of deposit.

Q. How are special assessment districts usually inaugurated and how may property owners voice their objections to the formation of the district?
R. M. M.

A. (1) By the adoption by the local legislative body of a resolution of intention to form the district at a specific time and place.

(2) Generally by the filing of written protests with the legislative body, that is, the Board of Supervisors in the County, and Council in the City, and appearing at the hearing.



Stanley Gail, son of Motorman H. O. Hanson of Division Four. He says he will have three candles on his cake next March.

New Fence at Five

The new fence at Division Five has been completed. It took 2320 feet of hot-dipped, galvanized copper bearing metal, with heavy steel posts set in concrete to make a real job of it. The fence is seventy-two inches high with barbs at the top, and is bounded by Second Avenue on the west, Slauson on the south and a line half-way between Van Ness and First Avenue on the east.

There is a four-foot gate on the Second Avenue side for access to the filling station for motor coaches and a twelve-foot gate on the north side just east of the carhouse for trucks. This fence forms the corral for stored cars.



Division Two

E. A. MOXLEY

Motorman W. V. Holman has a habit of wearing neck-ties—occasionally, but the other day he steamed in with a nice white wing collar on, but no tie to speak of. A. J. Holman who calls the same man Pa was nearby, and when W. V. expressed himself thusly, "Say, young fellow, where did you get that tie," he must have known who was being addressed, for he edged a trifle away and said nothing very eloquently. W. V. snorted that he was "Going to buy one more tie." What he meant by that I dunno, but perhaps A. J. can make a good guess.

Conductor-Line Instructor A. F. Crosby came in the other morning with his shoulders thrown back like a colonel. When he passed the cigars around we knew something was up, so he told us about the little eight-pound girl that had just arrived. Catherine Emma is the young lady's name.

Motorman R. J. Gates has been off sick for several days. Shortly after last pay day he got up during the night and wandered around in his sleep, and on this little trip he hid quite a sum of money. The whole family have been busy trying to locate it ever since, but the last reports were that it had not been found. So if you see someone in your yard at night scantily clad, just follow him and pick up the greenbacks when he lays them down.

Motorman C. H. Kellogg ate something several days ago that poisoned him, and he has been off trying to get to feeling better.

Motorman H. P. Chaffee is taking things easy at home. He contracted a bad cold and it settled in his lungs.

Motorman P. H. Thompson made a trip to the division Wednesday. He has a nice large boil on the back of his neck and figures the safest place is at home where it's not liable to get bumped.

Motorman F. V. Dennee has been granted a sixty days' leave to do some work around home and rest up a bit.



Division Five

FRED MASON

Conductor Leonard Boatman and his party arrived back from their hunting trip to Willows and last week end saw plenty of poultry, and we don't mean sea-gulls, around the division. Their total bag consisted of 35 geese and 25 ducks, and Leonard said it was a bigger job distributing them than it was shooting them, and not half as much fun.

Every evening Motorman Jack York comes in with "Gee, it was cold this morning." I wish the guy who stole his red flannel underwear off the line would return it, then we'd be all feeling warmer.

Conductor R. J. Bergman, who was off for a thirty days' lay off, returned to work last Monday, a couple of weeks ahead of time. He said he had a good time while it lasted.

Conductor Dave Scherzer is getting ready to start off on his three months' vacation. He's starting out next month with his ultimate destination Kolo-me-a, Poland. He's going to take in quite a lot of territory on the way, London, Paris, Berlin, and every other place worth while. Don't miss Brussels, Davey.



Division One

H. N. COLE

Ask Motorman M. W. Shumacher of the "J" Line, where the Seventh and Hope Street crossover is and he will probably tell you where it was and where it is now, for he declares it was moved last Friday night. Saturday morning he pulled out to take the crossover as usual and proceed east. He stopped half way between Grand and Hope and changed trolleys, lights and everything, and his Conductor R. W. Stevens was feeling around for the switch chain, when Motorman Schrader pulled up on an "R" car, and asked: "Where do you think you are going?" "I am taking this crossover," replied Shumacher. "Just go exactly one block up the line and you will find it," said Schrader. "Well, I'll be . . . I didn't know they moved that thing last night."

Motorman L. W. Carpenter was a very apt student under Motorman-Line Instructor L. Burnett and if he is new at the game he is still picking up and catching on to a great many little things. For instance, a few days ago he made a second stop to pick up a passenger, and when she left the car she came out the front way to thank him and placed a quarter of a dollar on the controller, and he picked it up.



Shops

JACK BAILEY

One of our recent matrimonial events was the marriage of Yardman N. Winston, Jr. This came as a complete surprise to his friends, but they all lived to enjoy the smokes. Congratulations and many happy years together.

Miss Rohlf is back on the job at our switchboard after a week's absence recuperating from a bad cold. (I still call her "Miss" but am very doubtful).

We are glad to welcome into our midst K. A. McKenzie, Machinist, who is taking the place of G. Mellen. Mr. Mellen resigned to go into business for himself. Gus is an old timer with the Shops, and all the boys join in wishing him great success in his new venture.

All the boys are much pleased to have Truckman E. Lendy back with them. With a name like that it is very easy to regain one's health.

Carpenter C. E. Frymote spent a most delightful week-end at San Diego and points south. Undoubtedly, he will never be the same. He blames a blue Monday. We say high altitude and wet feet.

One of our genial carpenters who is conducting our annual horseshoe tournament is much elated and may I say boastful, but we agree with Sam when he says he could put the skids under Geo. Hoffman and Ben Pecoy together. We mean side by side and a chance for an argument. Come out to the field some noon hour and watch the boys do their "X."

Gus Sundeen, Truckman, has left the hospital and is at his home at 7523 Halldale Ave. He would enjoy a call from any of the boys.

THE LAST WORD—

Belongs to the passenger. A battle won with one of your customers is no victory.

A shake-up this week on the "J" Line! Some mighty good runs, and lets hope everybody will be satisfied.

Speaking of shake-ups, Motorman W. Herman of the "J" Line, says that is nothing new to him, he is in a shake-up every day. He drives a popular make of machine to work, and shake-up is right.

Motorman C. G. Ward and Conductor H. W. Brown have been on the sick list for about two weeks.

Conductor F. R. Nye who conducts the Register and Mail car, is off on account of illness.

Conductor B. Loar who has been working a night run on the "R" Line has gone over to try out the "N" Line for a while.

Motorman-Line Instructor George Newberry is still off on the sick list.

Conductor H. A. Winters, who has been confined to his home since last November, is slightly improved, according to Motorman E. R. Rath who called to see him last Tuesday. He is able to get around on crutches.

Motorman J. J. Hillis of the "J" Line who has been off for two or three weeks nursing a sore toe, returned to work last Monday. He says he will try to keep his toe from under the fender in the future.



Motor Coach Division

ELMER WOOD

Radio KPLA broadcasting from the Romola Station presents one of our operator's talent every Monday night from 8:00 to 9:00 P. M. To us he is known as F. A. Barry and over the air he is introduced as the "Irish Tenor." So don't forget to tune in and hear him, and if you like his singing send in a request and tell him so, but if you don't, just ask him to dance for you.

We all deeply mourn the passing away of our beloved fellow operator A. W. Warnick. He left the service on a sick leave last April and has been in Tucson, Arizona, for the past six months. He was called to that Great Beyond January 12th, and the funeral was held here last Saturday. Many operators were present, also Mr. C. O. Morse, Division Foreman and Joe LeProhn, Assistant Foreman. The pallbearers were made up of operators in full uniform. They were H. C. Pierson, H. M. Williams, W. H. Coker, A. E. Bell, G. E. Graham and D. Garner.

Operator O. H. Frost is in San Francisco on a ten days' leave of absence.

Have you noticed all the pep Operator L. Lewis has since he returned from a sixty days' leave of absence? He and a friend drove to Boston, Mass. They then took the train to New Brunswick, Canada, but were too late for deer season, so did the next best thing and drank all the hooch they could. Outside of getting stuck in the mud in Alabama on the way back, they had a very pleasant trip.

Garage News

W. Kerwin has transferred from the Surveying Department to the Garage, and is on the third shift. Lloyd Wedgewood is also a new man on the same shift.

J. W. Hovelman is the new Coach Clerk on the Second Shift. He replaces W. Messam who has resigned.



Division Four

C. J. KNITTLE

Conductors W. H. Snow, E. E. Wilke and Motorman W. A. Bray left Saturday to spend three or four days on Wilke's ranch in Welton, Ariz.

Foreman B. B. Boyd, Switchman Frank Erwin, Motormen G. H. Kunz, R. L. Sexton and Conductor G. Granger are going rabbit hunting Sunday, January 22nd, around Lancaster.

Conductors George Mayhew and C. W. Stevenson started for Winchester somewhere beyond Riverside) last Tuesday to chase cottontails but the gas wagon burnt out its bearings and the ignition went haywire so George and Steve had no time for hunting.

Somehow or other the news reached us that Conductor J. L. Berry is getting married Sunday, January 22nd. Sorry we did not get the lady's name. Best wishes to you, J. L.

Mrs. Ricketts, wife of Flagman Elbert Ricketts, suffered a stroke last Sunday and has been removed to the General Hospital.

Safety Operators J. L. Kline and V. S. Driscoll broke in for emergency conductors on "P" Line last Wednesday.

Student-Motorman J. B. Grimes and Student-Conductor K. Hodson finished breaking in last Wednesday.

No missouts were recorded last Saturday or Sunday.

Conductor S. L. Christ has found it necessary to take a ten days' leave to recuperate from his recent attack of flu.

Safety Operator W. Senor has been granted a sixty days' leave to put his Baldwin Park ranch on a paying basis.

G. W. Lee, Car Repairer, is sporting a new Pontiac.

Traffic Man H. J. Burke had the good fortune to pick up a bill fold containing a \$75.00 Owl Drug Company pay check at Seventh and Broadway a few days ago. The check was not endorsed and, of course, of little value to an honest man but the good fortune came in the form of a five dollar bill and a good cigar an hour after he turned it in.



Division Three

L. VOLNER

Conductor A. P. Keran was a welcome visitor at the office a few days ago. Mr. Keran is off duty from his flagging job, recuperating at his ranch in Carlsbad, Calif.

LOST: A pipe with nine (9) years seniority. If you should see same, or could catch up with it, please return to Conductor Harry Beals.

Motorman F. V. Hall will take a business trip to Oakland February 1st.

Conductors R. L. Neefus and J. W. Burke made a flying trip to Frisco. It is rumored that a "special attraction" was the magnet.

Conductor F. D. Caldwell has secured twenty-one days' vacation to attend some special services now in progress.

Conductor F. C. Mead is around on crutches these days.

Conductor C. V. Judd has been off duty for some time on account of the flu and just as he was beginning to improve, Mrs. Judd contracted pneumonia. She died Tuesday, the 17th. Mr. Judd has the sympathy of all his friends.