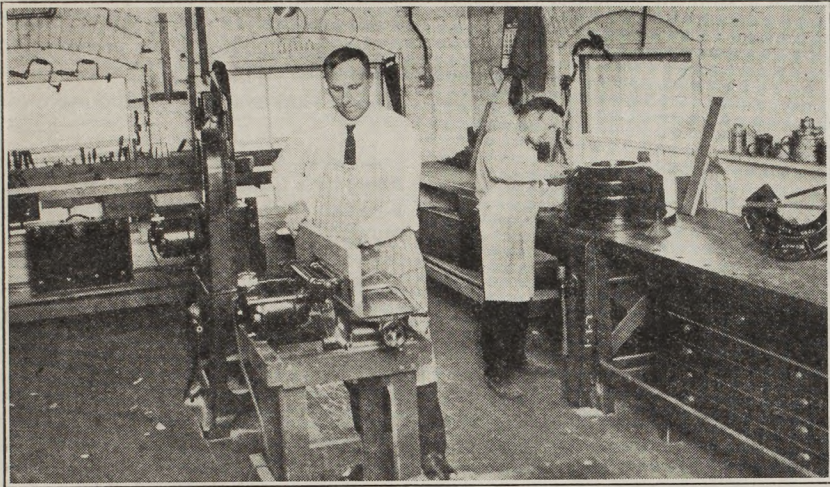


Where Patterns Are Patterned



On the left is George Mishens and on the right, Raymond Schollens.

Not all patterns are made in a milliner's shop. Oh no, street cars and motor coaches must have their patterns also, so this week we are giving you a glimpse into a department that has escaped mention in Two Bells before and one that is performing a very important part in the street car industry.

The Pattern Shop at South Park, makes, repairs and stores all the patterns used by the Mechanical, Electrical, Track and Automotive Departments of the Company and is directly under the supervision of Mechanical Engineer J. R. Brittain.

In the Pattern Storage Room there are between 3,000 and 4,000 patterns for castings of brass, bronze, copper, cast iron and malleable iron, ranging in weight from ½ ounce to 6,000 pounds.

The two good looking gentlemen in

the picture are George Mishens and Raymond Schollens. George, as he is generally known, was born in Riga, Russia, and came from a family of pattern makers known to all the crown heads in Europe. In other words, when it comes to pattern making, George knows his sawdust. Ray, likewise, is a past master in the realms of patterndom, having served his apprenticeship in one of the large factories of Los Angeles, and for the duration of the war was in the U. S. Navy making patterns for crows' nests.

Square and Compass Tonight!

Members of the Square and Compass Club are reminded to be on hand tonight at the Masonic Temple and assist in the ceremonies to be held there.

Fifteen Thousand Miles Without An Accident

We don't know whether Superintendent George Ferguson of Division Three was too bashful and modest to impart the news, or whether he felt the publicity would be more than he could stand, we repeat—we don't know. Anyway to let a fifteen-thousand-mile-no-accident-day get away unheralded in the leading columns of Two Bells would be nothing short of disaster.

We learn that last Sunday, March 11th, Division Three men operated cars over all the division lines to the total mileage of 15,609.80—without a scrape, scratch or blemish to a car. George says it is a common occurrence on Sundays, but really folks it is the first report we have had of this kind in many, many moons, from the sun-kissed, mountain-girded, vine-clad, palm-sheltered division. We eagerly await a similar report of some week day.

New "W" Sunday Schedule

A new Sunday schedule on Line "W" will become effective tomorrow, March 18th. The new schedule will eliminate the terminal at 12th and Georgia and will provide more service on West Washington Street.

Trainmen Pass With High Ratings On Examinations

Now that the examinations for trainmen have passed into history and the Instruction Department has had time to look over the results, Chief Instructor Dan Healy states that it gives him a great deal of satisfaction to compliment the men on the excellent showing they made. According to Healy, the average rating is well over 90% for all trainmen. In commenting on the subject, Healy said:

"I doubt if there was anything ever attempted by us that met with the apparent cooperation of all concerned, as did this examination after the first few weeks.

"A few figures may be of interest. There was a total of 1,748 trainmen examined. This does not include the men in their 90 day period. Of this total, only 112 men had to be given a re-examination, and it is also a pleasure to note that practically all of these men made 100% on their second examination.

"Another thing, only a few men missed out or were late at the examinations. No small amount of credit is due to the division forces for the manner in which they handled their lists to make possible these meetings.

"It has also been a pleasure to hear so many of the men say they had found out many things they had either forgotten or did not know.

"I hope the benefits of this will be shown during the year by a bigger part of the Bonus and Special Awards going to all concerned for better work.

"Much credit is due to certain line instructors and others who so kindly took the time to explain many things to their fellow workers.

"The daily grind of these examinations was tiring to the instructors who conducted the classes, but was handled in a most efficient manner, due to the fine spirit shown by the trainmen.

"The new men just going out of their 90 day probationary period deserve credit for the excellent examinations they passed, as very few of these men ever return for a re-examination.

"Too much should not be taken for granted, however, by any man who passes with a high rating, as it simply means that he has a knowledge of the rules and does not necessarily mean that he does or can apply his knowledge. What an examination of this sort does show is, that a trainman has knowledge of the rules and cannot say truthfully that he does not know them."

Green Coaches Defeat Larys

Oh ho! the tables were turned at the basketball game between the Los Angeles Motor Coach Company and the Los Angeles Railway Motor Coach Company. The green coachers defeated the Larys with a score of 19 to 15 in a very heated game at the Hollywood High School, last Monday, March 12th. They were out to redeem themselves and they did.

To the Irish

In keeping with the "sivinteenth" we feel we ought to hand the shamrocks this week to Jim Gallagher, Information Man.

Thirty-six years ago in the Evening Express, Jim received this bouquet: "Jim Gallagher is without a doubt the most popular conductor on the University Street car line. He is a general favorite of all the patrons."

The other day a local newspaper in a reminiscent mood quoted the following: "The street cars did not run beyond Florence and Pacific until South Gate was subdivided. We had what was known as a "Jigger" that ran from Pacific Boulevard to the end of the line and back. An old Irishman named Gallagher ran it. What an accommodating fellow he was; he would wait for you if you were halfway to Mountain View Avenue."

Yes sir, Jimmie still is accommodating but now as Information Man.

Increased Service

Service on Washington-Adams Motor Coach Line will be increased effective March 15th, during the morning and evening rush periods, providing a twelve-minute headway in place of a former headway of fifteen minutes.

Track on San Pedro Completed

Last week, with the last stretch of track laid and ballasted, saw the windup of the biggest track job ever undertaken by the Engineering Department. This job, as previously mentioned in Two Bells, was on San Pedro Street from 9th to Jefferson.

Complete Crossing

A surfacing and repairing job is just completed by the Engineering Department at the intersection of North Main and the Santa Fe Railroad tracks, at the west end of the Main Street bridge.

TWO BELLS

Published Every Saturday by and for Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

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

By One Of Our Trainmen

ARE you the master of your fate, the captain of your ship of life, or are you an empty bottle buffeted about by the shifting tides of circumstances?

When the day is done and the time of rest is on the way, can you look back over the day and, bringing back each thought and action, say that you have done your best?

It will repay you many times in the feeling of deeds well done, in the knowledge of being a success, if you will strive each moment to do the thing your conscience tells you is right.

And when you have finished your evening repast, go by yourself, sit down, relax, close your eyes and visualize one by one the things you have done that day.

Think over carefully each situation, take advantage of the lessons you have had all through the day, then in the morning when you awaken you will find you are better prepared mentally, physically, and morally to carry on your labor as a servant in the vineyard of humanity.

This brings us to the triangle of life "Right Thinking," "Right Living," "Right Action," the Key to Success in any field of endeavor.

Right thinking wedded to right living gives birth to right action.

Right action makes success an assured fact.

The first of these is right thinking, by thinking right thoughts we automatically build right living.

When we live right as the result of right thinking we will of necessity act rightly.

Remember the Master, Jesus, said, "As ye sow so shall ye reap."

Most of us do our thinking in an uncontrolled manner. Learn to control and direct each thought.

If you think evil of anyone, immediately counteract that thought by thinking success and happiness to the one against whom the evil thought was directed.

Do you fear an accident? Immediately picture in your mind the accident avoided.

Do you feel blue and discouraged? Stand in front of your mirror and smile, grin, and finally laugh lustily at yourself. You cannot laugh, no matter how hard it is forced, without bringing the "silver lining" to the surface of the cloud.

And finally, never let the sun go down at night without having wiped out all thoughts of enmity against others.

No matter what the other fellow has done, forgive him and forget before night-fall.

Then you will find the peace that is the "Aim of All Life."

Two Irishmen, one accompanied by his wife, met on the street.

Said Pat to Mike: "Let me present my wife to ye."

"No, thank yer," replied Mike, 'got one of me own."

Mrs. Reilly: "What makes these sardines so high?"

Grocer: "They're imported, mum."

Mrs. Reilly: "I'll take the domestic ones— them as had brains to swim acrost to this country."

Pat: "Have you christened your new baby yet?"

Mike: "We have."

Pat: "An phwat did you call it?"

Mike: "Hazel."

Pat: "Sure, bad cess to ye, with 223 Saints to name the kid after, ye had to go and name it after a nut."

"Bejabers," roared Pat, menacingly, "Oi was born an Oirshman, Oi'm living an Oirshman, and Oi'll die an Oirshman."

"Vell, said Abie, "have you no ambition?"

Foreman—"Pat, you had no right to touch that wire. Don't you know you might have been killed by the shock?"

Pat—"Sure. I felt it carefully before I took hold of it."

Pat called on the priest one day and said—"Fawther, can I ask a question?"

"Sure, Pat," said the priest.

"Well, Fawther," said Pat, "I know all about Shrove Tuesday and Ash Wednesday and Good Friday, but phwat the devil is Nut Sunday?"



Shamrock Day

*In the far-off Isle of Erin,
'Mid the living fields of green,
Grows the clover of St. Patrick,
Telling where his steps have been.
As each year the shamrock blossoms,
It recalls the tale of yore,
Tells the story of a mission
To a hostile, heathen shore;
Winter flies with breath so hoary,
Spring returns with vernal sheen,
Nature doffs her robe of ermine,
For the wearing of the green*

—Author Unknown.

Legal Question Box

Q. Can you join in one action a cause of action for damages to property and a cause of action for damages to the person?
H. J.

A. Yes, under claims arising out of the same transaction, or transactions connected with the subject of the action.

Q. How would you serve a summons?
M. R. W.

A. A summons is served by the sheriff of the county where the defendant is found or by any other person over 18 years of age not a party to the action. A copy of the complaint must be served with the summons. When a copy of the summons is served the original must be returned to the office of the clerk from which it issued with an affidavit of such person of its service and of the service of a copy of the complaint.

Q. How is a will revoked?
D. H.

A. By a written will or other writing of the testator, declaring such revocation, and executed with the same formalities with which a will should be executed; or, by being burned, torn,

cancelled, obliterated or destroyed, with intent and for the purpose of revoking same, by the testator himself, or by some person in his presence, and by his direction.

Q. What are the elements of a gift?
R. S.

A. (a) Intention of the donor to give; (b) delivery for the purpose of passing title; (c) acceptance by the donee.

Q. Which takes priority, an unrecorded mortgage or a subsequent attachment? Does a recorded mortgage take priority over one of an earlier date but unrecorded?
J. R.

A. (a) A subsequent attachment provided there was no actual notice or knowledge of the unrecorded mortgage. (b) The recorded mortgage takes priority provided the holder of the recorded mortgage has not had notice of the unrecorded one.

Q. What is a chose in action?
C. P.

A. It is a right to recover money or other personal property by a judicial proceeding.



BOUQUETS



Left to right: Conductor S. J. Singer, Motorman J. M. Luddon, Conductors W. E. Holland, G. W. Niceley, Motorman-Line Instructor G. M. Nankervis, Conductors F. P. Huppert, F. D. Caldwell.

For Conductor S. J. Singer of Division One from Miss Nellie S. Frey for finding and returning to her a bank deposit of currency and checks amounting to approximately \$400.00.

For Motorman J. M. Luddon of Division Two from W. D. Campbell for his most efficient manner of calling streets, transfer points, and the direction of the cars at such locations. Mr. Campbell says: "In all my years of experience with street cars, that is absolutely the best help ever offered to the public. It not only keeps you posted as to where you are, but speeds up traffic, because those not acquainted with that particular part of the city, upon hearing the name of their street in advance, will move toward the door."

For Conductor W. E. Holland of Division One from H. O. Anderson for his kindness in paying his car fare when he had forgotten his purse. Mr. Anderson concludes: "I congratulate you for having such an exemplary employe, and thanks to him."

For Conductor G. W. Niceley of Di-

vision Three from Mrs. Laura Grenaldo for his unusual courtesy in going into the inside section of the car to notify a man and woman of the correct stop. His thoughtfulness was doubly appreciated as the time was midnight and the people were strangers in Los Angeles.

For Motorman-Line Instructor G. M. Nankervis of Division Three from William J. Lane for his courtesy in holding his car at the crossing until Mr. Lane could recover himself and his bundles after a hard fall while he was running to catch the car.

For Conductor F. P. Huppert of Division One from R. G. Edmunds for his courteous manner, his willingness to answer all questions and general ability.

For Conductor F. D. Caldwell of Division Three from Wilbur S. Thayer for his kindly courtesy in guiding him into the car. Mr. Thayer's letter concludes: "He wears a smile. It is not the kind that won't come off; he changes his smile often enough to keep it clean."

Bulletins

ISSUED MARCH 17, 1928

Street Car

NO. 37—NOTICE TO CONDUCTORS

The following Firemen's Pass Books are reported lost:

No. 25957 issued to Fireman J. A. Hoster.

No. 29421 issued to Fireman Frank J. Schram.

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

NO. 38—NOTICE TO CONDUCTORS

The following passes are reported lost:
No. 3424 issued to Mrs. Bertha A. Chaffee, wife of H. P. Chaffee, Motorman Division Two.

No. 6957 issued to F. J. Morris, Motorman Division One.

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

NO. 39—NOTICE TO CONDUCTORS

Pass No. 2098 issued in favor of Robert Collins, Scrubber, Mechanical Department, is reported lost.

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

P. B. Hill

Motor Coach

NO. 18

Bulletin No. 17, issued March 1st is hereby cancelled and beginning at once, Conductors and Operators will honor for transportation Railroad Commission, State of California, passes good for year 1928, the year printed thereon showing in red and properly signed by H. G. Mathewson, Secretary. Sample of pass is displayed in your "Ticket and Pass Case."

Up until April 1st, you will also honor Identification Cards issued by Railroad Commission properly signed by H. G. Mathewson, Secretary, but on and after April 1st, you will honor only for transportation, the new pass as described above and not the Identification Card.

NO. 19

Effective Sunday, March 11th, we will pick up and unload passengers on Hill Street at 6th, 7th and 8th in the new 50 foot red coach zone immediately north of street car loading zone regardless of position of traffic signal. As soon as all passengers have boarded coach, pull out of loading zone making no further stops for passengers unless stopped by automatic signal, in which event passengers may be taken on until signal opens. Conductors of Double Deck Coaches must be on platform ready to give "go ahead" signals and protect passengers. Notices have been placed in the coaches advising the passengers of new method of loading and unloading, and you are to inform your passengers of this change so that there will be as little confusion as possible.

NO. 20

Effective Monday, March 12th, east-bound Wilshire Boulevard Coaches will discontinue stopping at present stopping point at 8th and Olive Streets and will stop to pick up and let off passengers in new zone located on east side of Olive Street, north of 8th Street.

Westbound Figueroa Street Coaches will discontinue stopping to pick up and let off passengers in present zone at 8th and Hope Streets and instead will stop for this purpose in the new zone located on west side of Hope Street, immediately south of 8th Street.

In both of above changes, coaches will approach intersection in proper line of traffic in order to make a left hand turn.

Wauhanken

Newcomer

Introducing Donald Grant of the Auditing Department, Junior Clerk, who is assisting with the addressograph, mimeograph and dittograph machines of that department.

Works Full Year With Clear Chart Records Pay

Three Ways

Here's a record to be proud of and for some of the other fellows to shoot at. The record of working 364 days during 1927 with nary a mark following his name on the accident chart is not to be sneezed at, and it's the record of Motorman E. C. (Teddy) Parsons of Division Two.

Teddy left Chicago in 1901 and came to the land of sombreros and sunshine. In 1902 he started in as a motorman for the Company. A few months later he decided that he didn't love a street car so much anyhow and tried his luck at other things for a short time. However, he found he had been mistaken. When he discovered the fact he came back in 1904 and has been busy ever since on the front end piling up a splendid record.

Another big factor in this record is that Teddy works the "Crosstown Line" and anyone who works that line knows how mean it is.

Here's to Teddy and more like him!



Allison Passes Beyond

It is with regret that we learn of the passing of Flagman J. G. Allison, who passed away last Wednesday, March 14th, terminating twenty-six years of faithful service in the employ of the Company.

Allison came to Los Angeles from Portland in 1902, and in June of that year started as a motorman at Division One. He was appointed Regular Flagman in September, 1922.

He made numerous friends during his length of service and will be greatly missed by all who knew him.

Meet Our New Scribe

We wish to introduce our new field reporter, or Scribe, E. E. Johnson, who is Stenographer and Clerk at Division Four and who will hereafter report to the City Desk of the Editorial sanctum of Two Bells with division news each week.

"Johnnie" as he is known to the boys, is successor to C. J. Knittle, who was scribe of that Division for a number of years. Knittle is now breaking in as supervisor and therefore it is impossible for him to serve on the division column.

So, fellows, get acquainted with Johnny if you don't already know him. He is a conscientious young fellow and eager to get any and all news you may have for him. Give to him until he calls quits.



Annabelle, three years, and E. G. Jr., twenty-two months, children of Supervisor E. G. Gilmore. E. G. Jr., weighs 48 pounds now, and can take a round out of his dad any day.

Hancock in Hospital

Walter E. Hancock, the well-known Motorman and top man at Division Two, was forced to take some days off due to a severe cold. Later reports received say that Walter has been taken to the Queen of the Angels Hospital on Bellevue Avenue, suffering from pneumonia. However, he is coming along as well as can be expected and the rest and quiet there should have him on his feet again soon.

Spring Has Come!

With a riot of color rivalling the botanical gardens in early spring, Manager Harry Tuttle of the Los Angeles Railway Restaurant at Division Three, has his counters all filled with his famous "double deck, high up and far around" strawberry short cake. 'Tis truly a scene to tempt the tasty taste.

Earl Powell III

Earl Powell, popular Elevator Operator is at present at the Community Hospital at Long Beach, suffering from heart trouble. Tom Osborne is the Operator during Earl's absence.

Shields Has Motor Trouble

Don Shields did not fare very well in the outboard motorboat races at Lake Elsinore last Sunday. Prior to the races the motor of his craft became over heated and during the first race it "froze" up badly.

Shields tried to compete in other races of the day, but was forced out by motor trouble. Better luck next time, Don.

Appreciation

We wish to convey through Two Bells our appreciation and sincere thanks to the employes of the Railway for the kind expressions of sympathy shown us in our recent sad bereavement in the loss of our mother, and particularly to the employes of the Electrical Repair Department for the beautiful floral tribute.

Frank Hume and Family.

For Sale

No. 4 Underwood Typewriter, in excellent condition, \$20. Motorman W. F. Kenney, Division Five.

Changer, hat check holders and punch holder, with strap. Like new, \$3.25 cash. Conductor C. P. Lazar, Division Three.

"Conn" Cornet, good condition, \$35. Elmer Wood, Garage.

Six-Room house on paved boulevard with half acre. Sacrifice at \$4500. Near Lawndale. \$750 handles. Room 200, L. A. Railway Bldg.

Lot near Hawthorne 50x145, \$900. Terms. Apply Room 200, L. A. Railway Bldg.

For Trade

Pedigreed Persian Neuter Male Cat, about 12 months old, beautiful orange color. Valued at \$25, what have you? Motorman J. H. Meiers, Division Four.

For Rent

Three Room House, furnished on front of lot and close-in location. Sam E. Edwards, Flagman, 1009 South Alma Street.



Division Two

E. A. MOXLEY

Motorman R. F. Miller returned from leave and is back to work on the Doughnut Line. He reports everything O. K. in Arizona, but was glad to get back to Los Angeles.

Motorman E. C. Fisher has been hobbling around with a sore foot for the past two weeks, but expects to be back on the job soon.

Conductor C. R. Wilkins was taking some kind of exercise and injured his spine in some way. He is taking things easy around home at present.

Jack Williams, the Canadian Cash Receiver who works the late shift, met with a lot of bad luck last Saturday tied up in a Chevrolet Sedan. He was working traffic at 1st & Broadway when a driver lost control of his auto and started down the loading zone, he already had one man hanging on his bumper when he came down on Jack. Jack managed to get to the Receiving Hospital and had his many cuts and bruises attended to. He is still at home, but is getting along fine, and would like to have some of the boys drop out and see him.

Conductor C. E. Burrus had a stroke on the car several days ago and at present is in the Good Samaritan Hospital.

Conductor J. Hollingsworth who has been at home nursing cuts and bruises received when struck by a truck is reported getting along O. K.

Conductor A. J. Holman finally fell heir to a night run after bucking the board for about fifteen months.



Division Three

L. VOLNER

After a collision with an auto, Motorman J. T. O'Connor got out to interview the driver of the machine. The driver met O'Connor with an extended hand, saying "Hello Tom." Great was Mr. O'Connor's surprise to find that this man was an old school mate back in Chicago many years ago.

Conductor V. A. Biggers who has been on a leave of absence to El Paso and other Texas points has decided to remain in that state and sent in his resignation.

Who saw Motorman "Bill" Mahood on the roller skates at Lincoln Park last Saturday night?

Motorman F. V. Hall has resigned to try other work.

One hundred nineteen motormen had a clear record in February.

Owing to the shortage of motormen Motorman E. L. Burke, familiarly known as "Stucco" the boy from Cork, celebrated the biggest day on the calendar for the Irish by working his regular run. 'Twas rather hard for Mr. Burke as he had made application for this day off several months ago but St. Patrick's Day ain't what it use to be nohow.

Conductor C. E. Mowrey has returned from his northern trip but is unable to work as he is convalescing from an attack of appendicitis.

Conductor L. F. Barnes, better known as "Shorty" has an awful time trying to find the second switch at Second and Spring. His Motorman, B. E. Johnson, is going to have a bell or a light put on it to help "Shorty" so he can get in on time.

How about FIRST IN WITNESSES FOR THIS MONTH.



Division One

H. N. COLE

Motorman E. M. Worsley of the "J" Line took a plunge in what you might call "frenzied finance" recently and came out richer in experience but poorer in pocket. He has a six day run and last Sunday he felt that he could use an extra day's pay when pay day comes around, so he asked for extra work. His clock failed to function and he missed out and not only lost Sunday but Monday and Tuesday as well. In the future, Worsley says he will be satisfied with his regular run.

Conductor L. L. Johnson who works the "J" Line with Motorman C. N. McMullin, has an automobile that seems to have a grudge against its owner. Just before the holidays it slapped him on the wrist and he was incapacitated for about a month. Last Saturday without any provocation whatever the same machine decided to disappear and cause him some more trouble. When it was recovered in some back alley it was stripped of tires, battery, coils and several other important parts. Johnson is wonder-



Motor Coach Division

ELMER WOOD

Thanks for the cigars Operator T. R. Hamilton. We also congratulate you and your wife in behalf of the latest addition in your family March 9th. A nine pound baby girl will bring a great deal of happiness to your home in the future.

Operator J. S. Thornton was granted a thirty days' leave of absence in order that he might appear as a witness in a law suit against his former employer in Patterson, New Jersey.

"Gang-way!" and like a flash Operator E. S. Jenkins dashed from Main Street to the Division in three minutes flat. But his efforts were useless because Joe had given his run to an extra man the day before, so Jenkins had a pleasant surprise when he called for his train run and was informed that his request to be off that day was granted.

Conductor W. W. Morse is on a thirty days' sick leave. We hope he speedily recovers from his illness.

Garage News

Have you heard what makes E. S. Dick, Machinist on the First Shift, so happy lately? Well we don't blame him because he became the daddy to a ten pound boy March 10th, and announces that mother and son are doing fine. "Congratulations Mama and Papa."

E. L. Herbel, Mechanic on the Third Shift resigned last week when he received a letter from his father in Crescent, Iowa asking him to come home and take charge of one of their farms.

The reason S. Holz laid off one day last week was to buy a new Chandler Sedan. He brought his latest investment down to the shops for the rest of the boys to see.

We extend our most heartfelt sympathy to the family of the Painter B. Gross who passed away March 13th.

We also extend our sympathy to O. R. Deam, Mechanic in the Machine Shop whose father was called to the Great Beyond a few weeks ago.

ing what next.

Conductor C. D. Burnett has been confined to his room for the past ten days on account of having his tonsils removed. He is improving according to last reports, and is able to eat a little and can talk some, but there is still room for improvement in both arts.

Mr. Glue, the Day Watchman who has been sticking around his home for several weeks on account of illness, is again on the job, but he looks pretty thin.

The following motormen have been on the sick list for several days: J. N. Smith, H. S. McGary, Tom Forrester and H. S. Fanning.

Conductors E. A. Radford, W. E. Holland and A. C. Nipher are on the sick list.

Conductor D. A. VanDyke said he set his clock for five o'clock instead of four o'clock with the usual result. He has just finished up a nice three days' rest with a little tripper now and then to break the monotony.



Shops

JACK BAILEY

Three Shop boys graced Radio Station KMIC on last Saturday night's detailed program. Truckmen H. E. Campbell, Roy Baxter and Carpenter L. N. Campbell gave a musical program of modern symphonic jazz hits. Those who tuned in on last Saturday's broadcast report these boys very capable entertainers. We hope to hear them again tonight.

Carpenter Joe Petit is off for a few days to rest up. The beautiful weather we are having won't bring him back very soon as Joe spends most of his time on the beaches and when good fishing is there, so is Joe.

Carpenter H. Landin has laid aside his duties to be on the sick list for a few days.

Chas. Reid, Truckman is confined to his home on account of an appendicitis attack.

All the boys wish to extend their sympathy to the little dog that wandered into the Shops and was taken into custody by Switchman H. Lock and sentenced for one day in the training camp of Pincho Villa, Howard's pet roaster. We are led to believe there was foul play in this dog-gone story.

After laying extensive plans to get something on our genial Winding Room Foreman, Harry Smith, we find him suffering with the same foot trouble as our Machinist Clerk. He has so many shoes he never wears two alike.

Truckman Jim Kennedy was called home to the death-bed of his mother who passed away last Tuesday. Jim has the sincere sympathy of his friends.

Painter B. Gross, well-known as a Shop Painter and of late with the Coach Division, passed away on March 13th. Gross started with the Company on May 1st, 1923. During this length of service he has made numerous friends and his passing will be felt by all who knew him.

Nothing new from the golf links.



Division Four

E. E. JOHNSON

Conductor A. S. Martin, was the victim of an optical illusion and at the same time found a new method of getting a free ride. A man boarded his car the other night and paid his fare, then said to Martin: "Let me have a nickel and I'll show you a trick". Martin handed him the coin and the man held it over the fare box saying "If it goes in its yours, and if it doesn't I'll keep it." Martin replied "O.K.", and the man dropped the nickel in the box, it circled the top ring and bounced back out into his hand. Said gentleman smiled at Martin and thanked him.

Safety Operator L. R. Smemoe, is still at the Belvedere Sanatorium regaining his health and says he would appreciate a visit from the boys.

Safety Operator H. Howard, with chest well forward and a big smile announced the birth of a seven pound girl Sunday morning at the French Hospital. Mother and daughter doing fine.

Yes sir, that stork is a busy old bird. Safety Operator A. G. Nelson is the proud father of an eight and a half pound boy born Tuesday evening at the Angelus Hospital. Mother and son are just grand.

It is with deep regret that we learned of the death of the mother of Motorman O. F. Lange, a week ago Thursday.

Conductor S. L. Christ, is in a critical condition at General Hospital.

Conductor C. E. Robison, is taking a sixty days' leave, destination, Nebraska.

Motorman M. H. Steele, is also taking a sixty days' leave to go north possibly as far as Canada.



Division Five

FRED MASON

Sunday, March 11th, 1928, was the big day in Motorman J. H. Gorby's young life. It was a baby boy weighing just over eight and one-half pounds, and mother and son are doing fine. Congratulations Mr. and Mrs. Gorby, and thanks for the smokes.

And Saturday, March 10th, 1928, was Conductor Claude Bauswell's big day. He slipped away and got married and tried to keep it quiet, but marriage is just the same as murder, it will out. Congratulations, Claude, old boy. When you want to get out for a night we'll put you on a night run and see that you work it.

Motorman C. H. Franek had some tough luck last Saturday. He got off his car at 9th and Spring to help clear up a traffic jam when a machine ran into him, bruising his legs badly, necessitating his being taken to the Receiving Hospital.

We are all glad to see Motorman E. L. McAmoil back on the job again after being sick since November last and Mac says he's sure glad to be back, too.

Motorman Henry Mast is another doctor's patient who dropped in to see us last Wednesday. He's able to be up and play pinochle, and says he now weighs the lightest he has weighed since he was eighteen years of age. This lightest weight is 239 pounds so when he gets hale and hearty again we are looking forward to seeing much more of Henry.