

## Claims Report Talk Subject

Facts in figures given at the meetings presided over by the Claim Department at the different divisions during the past week disclose that the trainmen during the year 1927 had performed their work in a very creditable manner, despite the fact that several classifications of claims show some increases in number.

These meetings were to be conducted by C. M. McRoberts, General Claim Agent, but as he found it impossible to attend all the meetings, R. H. Hilf acted as his personal representative.

Below is a chart of itemized figures showing the amounts paid by the Claim Department in settling claims during 1927:

Classification	Number of Accidents	Number of Settlements	Amount Paid
Alighting.....	1,602	85	\$ 18,755.15
Boarding.....	1,917	62	13,914.75
Collision of Cars.....	142	104	10,708.25
Collisions with Automobiles.....	15,134	782	108,016.99
Collisions with other vehicles.....	198	8	944.00
Collisions with pedestrians.....	345	46	25,500.00
Damage to Clothing.....	188	32	231.45
Derailment of Cars.....	49	24	3,961.02
Falling in Cars.....	384	71	10,566.94
Falling from Cars.....	57	8	1,273.90
Overhead blowout.....	36	26	1,031.50
Span Wire broken.....	5	14	465.57
Split Switch.....	105	8	19,148.58
Altercations and Ejectments.....	331	8	1,640.00
Miscellaneous.....	628	120	10,101.35
	21,121	1,398	\$226,259.45
Compensation.....	896	356	16,421.07
<b>Total.....</b>	<b>22,017</b>	<b>1,754</b>	<b>\$242,680.52</b>

It was pointed out that the Claim Department actually starts in where the trainmen leave off in the matter of accidents. Someone is to blame when an accident occurs, and the task of the Claim Department is the consideration of all phases of the accidents in making adjustments.

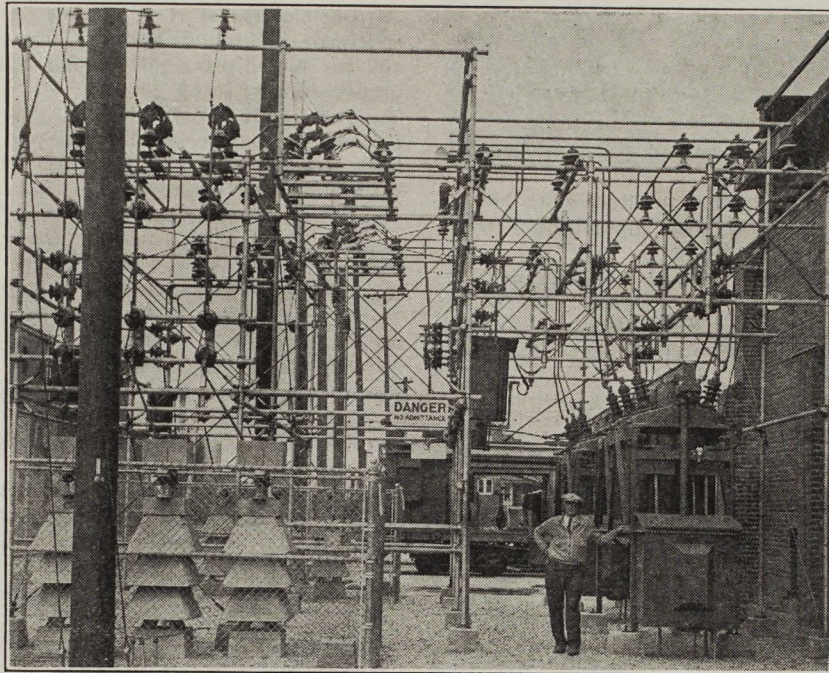
### Collision of Cars

Mr. McRoberts predicted eight years ago that there would come a time when the Company would not be required to pay a single claim of this kind because this type of accident would not exist, and while his prediction has not been fulfilled, it has gone a long way to that extent.

### Collisions With Automobiles

While other classifications of accidents have grown in numbers, this one particular type has not grown. This is very gratifying considering the increase in the number of automobiles.

Out of 15,134 accidents during 1927,



782 cases showed that the trainmen were responsible.

### Falling In Cars

When someone falls in a car, it is advisable that trainmen do all they can to procure witnesses who are likely to be the greatest help to the Company. In making quick stops, sometimes caused by obstruction on the track, passengers are often thrown against the seats or perhaps thrown to the floor, and the witnesses who observe the obstruction in the street are important.

R. R. Smith, Assistant Superintendent of Operation, spoke a few words at the close of the meeting. He elaborated somewhat on the matter of using common sense and tact. He spoke of the duties of Supervisors: that they are required to maintain service and watch for non-observance of rules, safety features and so on, and that they have a great field in which to exercise tact.

"Well I'll be switched," said the juice as it came across the network as shown in the accompanying photograph, and rightly so, because it is the outdoor switching station at Vernon Yards which was recently put into operation.

This outside construction for high tension switching of power from the Southern California Edison Company's substation at Vernon, serves the requirements at the Vernon automatic substation and Central substation at 16th and San Pedro Streets.

This new point of delivery from the Edison Company to the Los Angeles Railway system safeguards the power supply to the heavy load center toward the downtown district. The other two stations that are similarly situated are Sentous and Plaza.

The oil circuit breakers where Fred Warrington, Chief Automatic Substation Inspector, is standing, are the largest capacity breakers on the system and are equipped with the most modern electrical control and operating mechanism. The primary purpose of these breakers is to break the arc under oil at the time of opening up under heavy short circuit conditions.

Sixteen thousand five hundred volts surge through these lines, and the indicated load over the peak period amounts to five thousand kilowatts.

### Motor Coach Items

Next Friday, June 1st, the name of the Mines Avenue-Whittier Boulevard Motor Coach Line will be changed to "East 9th Street and Whittier Boulevard."

### Melrose Avenue Line

A new schedule on the Melrose Avenue Line provides for an eight minute headway during the off-peak period.

## Demerits Show Decided Drop

The April report of the Merit System looks very encouraging insofar as demerits are concerned, as it appears the trainmen put forth an effort to knock the figures down several notches.

In comparison with March and its total of 799 demerits, April finished up with 698 demerits, or a decrease of 101. Not so bad, not so bad.

Calling for Bells Too Soon showed a decrease of 19. There were 68 demerits in March and only 49 in April.

Missing out stood at 104 in March and only 94 in April, or a decrease of 10.

Discourtesy showed a decrease of 6. There were 13 cases in March and 7 in April.

Excessive Speed, Dangerous Operation and several other classifications showed decreases and were instrumental in lowering April's total.

### Credits Less

The total number of credits received in April were 309, and for March 390. This is a decrease of 81.

## New Schedules May 27

New schedules become effective Sunday, May 27th on Line "B" and Evergreen Shuttle, on Daily, Saturday and Sunday schedules.

Under the new schedule service is provided during the A.M. and P.M. rush periods with alternating through cars on Line "B" to Alma and Ramona. Additional cars have been placed in service to cope with this change.

A new schedule also becomes effective May 27th on the Boyle Avenue Shuttle Line, through switching of Mateo Shuttle from Evergreen Line to Boyle Avenue.

## Company Dance Tonight

The Company entertainment and dance will be held tonight in the Foresters Hall at 955 South Olive Street.

If you are looking for an evening of first-class entertainment, and if you like to dance—here you are. All that is required, if you go along with your family, is your pass, and if you cannot accompany them, be sure you get an identification card for them. Do not take friends along with you, as they will not be admitted.

Everything is all set for a mighty good evening—so let's go!

# TWO BELLS

Published every Saturday by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

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

## Memorial Day



They have passed on, but passing,  
gave  
A sacred gift to hold in trust  
In memory of the true and brave.  
They have passed on, but passing,  
leave  
A precious legacy to each  
Who shall in freedom's cause believe.

They have passed on, but passing,  
dared  
With dauntless spirits e'er to hold  
Truth's standards high, though rock-  
ets flared.  
They have passed on, but passing,  
blest  
All mankind, for they nobly served.  
"Keep faith with us," their one  
request.

They have passed on, but passing,  
threw  
The torch of faith to us to bear,  
And kindle hope's bright fires anew.  
They have passed on, but passing,  
gain  
A greater light for all the world.  
Their sacrifice was not in vain!

—Mary Davis Reed.



## BOUQUETS



For Conductor A. B. Conway of Division Five from Mrs. W. B. Howatt, for his smiling assistance with her belongings when she boarded his car.

For Conductor H. L. Raines of Division Five from Horace S. King for his courteous manner in giving him explicit directions for reaching the Coliseum, and the friendly interest displayed in making sure that he left the car at the proper corner.

For Conductor F. Shuster of Division Four from Miss Rhoda B. Withers for his courtesy in obtaining a seat for her. Miss Withers concludes: "As I have lived on this line for years and have noticed this conductor's courteous manner before, I take pleasure in commending him."

For Conductor-Line Instructor F. J. Donnelly and Motorman R. D. Murphy, both of Division Two from S. Cohen, whose letter is quoted in part: "Riding daily on the 'V' Line, I particularly notice that these two men really stand out in rendering real service and having regard for the satisfaction of the patrons."

For Conductor M. N. Andrews of Division Three from Miss Anna Goldstein for his courtesy in lending her car fare when she had left her purse at home.

For Conductor O. Arguello of Division One from Donald Cole for lending him car fare when his purse had been stolen.

For Conductor A. O. Johnson of Division Two from W. H. Hennessey, who says in part: "He is truly a wonderful man. He is courteous, kind and considerate. I noticed a blind couple last night. They were getting off the car and he saw that they got to the curb in safety."

For Conductor H. McHenry of Division Five from L. McDaniel for his never failing tact and patience under all sorts of conditions.

For Conductors W. H. Sherman and D. W. Kenner, both of Division Two from J. P. Bancroft for their courtesy.

For Motorman G. C. Hanson of Division One from Mrs. I. May Throop for his kindly courtesy in helping an elderly woman off the car with her suitcase.

For Motorman S. N. Cupp of Division Five from F. E. Thomas for his efficiency and courtesy.



## LARY LAFFS



Two Scotsmen died and passed on to the next life. They met, and began to discuss their old home and their new surroundings. "Ye know," said one of them, "I'm no' so impressed. I dinna think that heaven is sae much better than Perth after a'. Of course, it's better, but no' a great deal, ye ken."

His friend stared at him solemnly. "Mon," he said, "this is not heaven."

The stranger was asking a lot of questions concerning the village, and the oldest inhabitant was doing his best to answer them.

Stranger—"And how about the water supply? What precautions do you take against infection?"

Native—"Well, first o' all, we boils it, zur, an' then we filters it, an' then, zur, we drinks beer!"

First Movie Actor: "So the pistol was loaded with ball instead of blanks; well, that was certainly tough."

Second Ditto: "Oh, I wouldn't have minded it so much, but the director yelled: 'That isn't the way to fall when you're shot, you poor sap!'"

Book Agent—"Have you any children at school?"

Farmer's Wife—"Yes; Nancy and Jeems."

Book Agent—"Then you should buy them an encyclopedia."

Farmer's Wife—"No, sir; Nancy never would learn to ride the thing, and Jeems can walk to school just as his father did before him."

"You simply cannot find a maid who is honest. That one you recommended just left suddenly and took with her nine of my towels."

"What kind were they?"  
"They were those Pullman car towels which I brought back from my trip."

Agent—"Don't you want your office furnishings insured against theft?"

Manager—"Yes, all except the clock. Everybody watches that."

The new stenog looked like a million dollars. "Class" was written all over her. The office force in accord acclaimed her, "Some Dame."

Then she opened her velvet lips and said to the office boy, "Say Bozo, ain't there no carbon paper around this dump!"

"Rastus, who is dat solvent looking gentleman speculatin' up an' down de aisles wid be gold obstacles?"

"Don't yuh organize him?"  
"No, ah don' organize him. Ah's never been induced by him."

I'se franchized yuh don' organize him. He's de most confiscated man in our whole diaphragm. He's de new pasture at our church."

Pat—"Well, Mike, I fooled the boss today."

Mike—"How's that?"  
Pat—"Well, I carried the same hodful of bricks up and down the ladder all day, and the boss thought I was working."



For Conductor F. Habich of Division Two from Dave D. Neelan for his courtesy to his patrons.

For Conductors H. W. Quam and F. S. Leon, both of Division Three from Mrs. Mignonette J. Selig for their gentlemanly and courteous manner.

For Motorman J. A. Wear of Division Two from Raymond Godshalk for his pleasant manner, efficient and careful operation of his car.

For Conductor F. J. Whelan of Division Four from Mrs. H. Eilber for his kindly thoughtfulness in giving his stool to an elderly woman, and for his courteous manner to all who ride his car.

For Conductors C. C. Townsend and L. Newton, both of Division One from J. L. Milhouse for unusual courtesy.

For Conductor J. R. Herring of Division Two from B. M. Gray whose letter is quoted in part: "During the rush hour he had time to attend to his regular duties and answer a multitude of questions accurately and intelligently."

For Conductor L. E. Harper of Division Five from Mrs. James Riley for kindly courtesy shown a blind man and also for helping an elderly woman.

For Conductor E. Urban of Division One and Motorman V. Schock of Division Two from R. C. Allen. Conductor Urban is commended for his clear calling of streets and assistance to women boarding his car, particularly those with bundles or small children. Motorman V. Schock is commended for his courteous answer to a passenger who complained of being carried past a stop.

For Conductor H. F. Hames of Division Four from Miss Matt R. Draper for courteous and quiet efficient attention to duty, and particularly for his care in watching until an elderly woman was safely away from the car step.

For Conductor W. R. Nichols of Division Five from Mrs. Brink for his courtesy. Conductor Nichols is also commended by W. A. Paxton for assisting a Mexican woman with a baby in her arms to a seat, patiently determining her destination and assisting her off the car.

For Motorman O. C. Adams of Division Two from Mrs. Joyce Blankenship, a visitor from Tacoma, Washington, for his kindly courtesy in learning the destination of a blind man riding his car and assisting him off the car and safely to the sidewalk.

For Conductor S. D. Selby of Division Two from W. J. Blake for giving Mrs. Blake his stool, and also for assisting an elderly woman carefully down the steps.

# Bulletins

ISSUED MAY 26, 1928

## Street Car

**NO. 71—NOTICE TO CONDUCTORS**  
The following passes are reported lost:  
Pass No. 3735 issued to Mrs. Gertrude Swabby, wife of Motorman H. F. Swabby, Division No. 2.  
Pass No. 5578 issued to J. B. Kaiser, Motorman, Division No. 3.  
If presented for transportation, take up, collect fare, and send to this office with report.  
**NO. 72—NOTICE TO CONDUCTORS**  
Fireman's Pass Book No. 38945 issued to Fireman Joseph Stewart is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

*P. B. Hill*

## Motor Coach

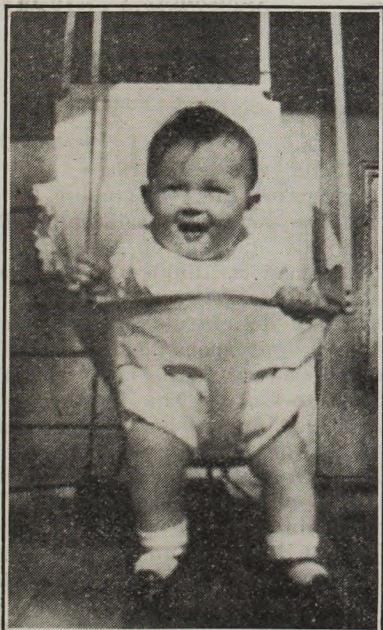
NO. 32

At 54th and Figueroa Streets, at Vernon and Figueroa Streets and at Santa Barbara and Figueroa Streets, there are depressions in the pavement for a distance of four or five feet from the curb line which are caused by closing up the water drains at these points. Operators of Twin Coaches must be exceptionally careful when north and south bound when passing these depressions to be four or five feet away from the curb line as to do otherwise results in the front end of the Twin Coaches coming in contact with the concrete pavement.

*Stan Wankel*

## Square and Compass

Members of the Square and Compass Club, together with the Degree Team, had the privilege of conferring the degree of Master Mason on H. Boardman and R. E. Kanka, both of the Garage, in Jordan Lodge, May 15th. The officers of Jordan Lodge had set aside this evening as Los Angeles Railway night. A great number of Club members were present.  
Also at South Park Lodge on May 22nd, R. U. Patterson of Division Four received the Master Mason Degree. On invitation of officers of South Park Lodge, the Degree Team assisted in conferring the degree.



"It won't be long now before I'm walking," is the translation of the sounds that are heard from this little fellow, Donald Wilkins, six-months'-old son of Conductor C. R. Wilkins of Division Two.

## Pinochle Traveling Trophy

Here you are pinochle hounds, go get it! This is the traveling trophy that goes to the winning division and will remain with them until some other division comes across with the goods. Just who is to win it is to be determined in a series of games that will commence on May 28th when Division One meets Division Five at the sea gulls' roost in a five-game tilt, so all you fans had better set aside that evening and arrange for a ringside seat to the opening game. The game starts at 8 P. M.

From all indications there is going to be keen competition among the champions of the different divisions and a little support of fans from all sides ought to add zest to the game.

Here are the players of each division, together with the substitutes that may be used in case the regular player finds it impossible to attend any one of the games: From Division One, Motorman W. O'Hern and Conductor O. Arguello; Substitutes, Conductor C. O. Graham and Motorman G. D. Riley. From Division Two, Motormen W. D. Billips and E. E. Smith; Substitutes, Motorman J. E. Bourland and Conductor T. J. Kelley. From Division Three, Motormen D. H. Young and J. D. Brew-



ster; Substitutes, Motormen P. Wankier and W. W. Campbell. From Division Four, Motorman C. W. Allen, and Safety Operator F. R. Combs; Substitutes, Motormen T. H. Speed and Ed Smith. From Division Five, Motormen Jim Morton and Jack York; Substitutes, Conductor Frank Adams and Motorman Bert Cox.

## Imogene Briley



Here is one of the reasons that Conductor O. S. Briley of Division Five puts in as much time as possible on the rear end. This young lady is Imogene, age 16 years, Briley's eldest daughter, who graduates from Inglewood High School next June.

Conductor Briley has been in the service of the Company just a little over seven years and has maintained an excellent record.

## For Sale

New Coleman Quick-Lite lantern \$4. W. Ruckman, Division Two.

## For Rent

Six Room House, with double garage, \$37.50 per month, 687 East 54th Street. A. M. Jones, Division Two.

## For Sale or Trade

Two Young Milk Goats, Registered Toganberg Stock, or will trade for radio or what have you? Conductor C. H. Thompson, Division One.

## To Travel Europe

William Z. Cleveland, Towerman at 9th and Spring, together with Mrs. Cleveland, leave Los Angeles tomorrow, May 27th, for New York. From there they will sail for England and will visit practically all the principal cities in Europe.

Mr. and Mrs. Cleveland expect to be gone until the latter part of September so they will have ample time to visit the numerous places of interest.

## Stork News

Another little Light has come into the home of Conductor A. Light of Division One. She arrived on May 4th, and her name is Gertrude. All concerned are doing well, and thanks for the smokes.

Operator J. C. Sausser, of the Motor Coach Division, is the proud daddy of an eight and one-half pound boy, born May 12th. We are happy to report that mother and son are doing nicely, and extend congratulations to the happy parents.

## Division Assignments

The following men have been assigned to their divisions during the week ending Wednesday, May 23:

To Division One: Conductors L. R. Ballou, M. W. Burnam, F. L. Ward, G. W. Rawley, U. B. Whitehead, W. B. Krekler.

To Division Two: Motormen C. W. Nave, T. M. Matzenbacher; Conductors J. A. Peerson, H. T. Davidson.

To Division Three: Motorman W. Hetze; Conductors J. M. Baker, Jr., L. E. Boston, O. R. Fife.

To Division Four: Motorman O. H. Patterson; Safety Operator V. M. Strader.

To Division Five: Motorman D. M. M. Underdown, C. J. O'Gorman; Conductors W. L. Mayes, G. F. Ritter, W. L. Farmer, C. L. Carpenter.

## Two Track Jobs Near Completion

With the completion of the work in lowering the grade on Indiana Street from First Street to Whittier Boulevard, reconstruction work on the track will be commenced as soon as the new rail arrives.

In the next few days work will be started on the construction of curbs and landings on Mesa Drive south of Vernon Avenue. Surfacing, lining and dressing work is practically completed.

## On Vacation

Mrs. Fern Funk, of the Schedule Department, is vacationing in the Yosemite Valley.

Geo. Spilker, Checker, Schedule Department, is visiting his mother and father in Montana.

Harry A. Sawyer, Dispatcher, leaves shortly for a three months' trip to the High Sierra country.

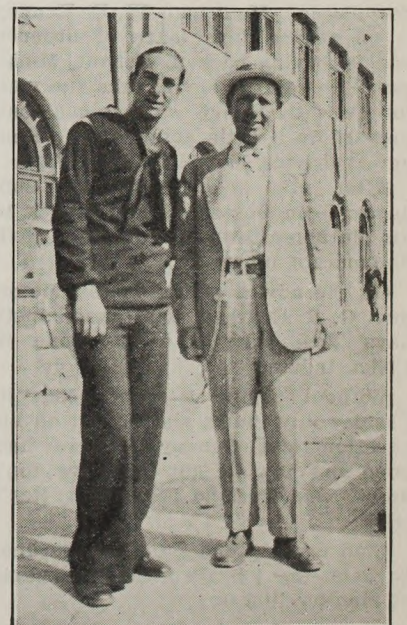
From the Auditing Department: Miss Norma Weiss—as yet undecided; and Jesse Yarbrough is visiting relatives and friends in Oklahoma.

## To Go North

For the first real vacation in his twenty-seven years of service with the Company, Homer Conklin, Flagman, is taking a three months' leave of absence. He will meet friends in Fresno and expects to tour the Columbia Highway. He also intends to do plenty of fishing and hunting while up in the big tree country.

## Getting Better

The many friends of G. A. Prichard will be glad to know that he is recuperating very nicely from his operation. His present address is 125 West 59th Street, and G. A. would appreciate visits from the boys.



This is J. A. Hagest, formerly a conductor of Division One, and now with the Lost and Found Department, and his son, Arthur L., who entered the Navy about a year ago. J. A. reports that his son is on his way to China, where he will be stationed on the S. S. Pittsburgh as Librarian Yeoman for the next year.



## Division Two

E. A. MOXLEY

Motorman Wm. McLean has been granted a thirty days' leave to visit his daughter in Dallas, Texas. This will make his first lay-off in twenty-six years, so we all wish him a good time.

Motorman J. C. Robeson is taking thirty days to rest up at home.

Conductor J. C. Griffin walked out with the pink slip Monday. He intends making a long visit with his parents in Texas.

Conductor W. C. Hodgdon is going to San Pedro to spend a few days with his mother, and then both will make a trip to New Hampshire to visit the old home town.

Motorman C. Fraetis dropped in at the Division Wednesday morning. His wife's health is improving and he expects to be ready to go back to work when his leave is up, with both feeling fine.

Motorman S. F. Early is home on sick report. He has a bad cold and is having trouble with his ears and throat.

Motorman J. Waddell has been off sick for over a week.

Conductors M. H. Stuller and E. R. Rodefer have resigned to take up other lines of work.

Conductor L. C. Moore resigned Wednesday. He is going to return to Canada. That will leave us but three of the original Moore Sextette—M. M., C. E. and C. A. D. O. and W. H. resigned some time ago to open up a grocery store.



## Division Five

FRED MASON

Motorman H. F. Kyser has been granted ninety days sick leave, and has gone to Arizona to recuperate.

Here's some good news for you fellows who are still waiting for your new Fords. Motorman W. F. Kenney is on ninety days leave of absence and is driving back to Detroit, Michigan. He said he would take the matter up with Henry, so you can look forward to a little action now. Kenney is driving back in a 1926 Ford.

After nine years' absence, Conductor Tom Dessert is going back to his old home town, Macon, Mo. He'll be gone for ninety days.

On the advice of his doctor, Motorman G. B. Gearhart has taken ninety days' sick leave and has gone to Disko, Indiana.

Without saying a word about it, Cashier Roy Banks started out on his vacation last Sunday. Where he's gone and how he got there we don't know. Joe Rutland is working Roy's trick.

Glad to see Conductor Ben Gardner back on the job again after a couple of months' illness.

We are also glad to see Motorman "Tiny" Thornton twisting a controller again after getting bumped into up on the hill a month ago.

Don't forget to get your watches inspected. Just three more days, Wednesday being a holiday.

Then there's the Dance tonight. Check your hat—you can always get another girl.



## Division One

H. N. COLE

When a fellow can buy a first-class new alarm clock for ten cents, he must be there with the goods of some kind. This is what Conductor E. R. Dewhurst did a few days ago. A passenger who was slightly under the influence of something, insisted on selling it for this amount and Dewhurst says he had to buy it to get rid of him. No more missing out as he has two perfectly good clocks now.

Motorman L. W. Carpenter looked at the wrong schedule some time ago and went out to make a relief on a pull-out run. The train run that he was looking for shot past a little too soon, so he called a taxicab and managed to catch the car at Grand and Washington, only to find that he was wrong. It was then he tumbled to the fact that he had fumbled. He called another cab, hoping that he might yet be on time, but he was doomed to disappointment, and a miss-out was chalked up against him.

The many friends of former Conductor S. Seemeyer, who resigned several months ago on account of his health, regret to hear that he died at his home in St. Louis about two weeks ago.

Transfer Clerk James has yielded to the force of custom and traded in his Chevrolet for a Hudson coach.

Conductor A. G. Rex is now somewhere between here and the Canadian border. He is taking a three weeks' vacation and is driving to the above mentioned place. Here is hoping he will remember us while there.

Motorman J. B. Gasio, who has been holding down a run on the "D" Line, has fallen heir to a night run on the "J" Line.

Conductor F. P. Huppert, who has been working a night run on the "R" Line, has bid in a day run on the "N" Line.

Conductor E. A. Radford has resigned, presumably to go back east.

On the sick list we have: Conductors H. I. Frey, C. H. Thompson and C. O. Graham; Motormen F. Johnston, H. C. Fowler, J. A. Johnson.

Motorman C. Culver, who is recuperating from an operation, was around last Wednesday shaking hands with the boys.

W. B. Krekler who left the service several months ago, has returned and will be found on the back end as of yore.

It is understood that Traffic Man L. R. White, who works traffic mornings at Vernon and Santa Fe, will start on a three months' vacation about the first of June. Fishing and hunting will be his main outdoor pasttime.



## Division Four

E. E. JOHNSON

The fishing season is on. Foreman B. B. Boyd, with Mr. and Mrs. J. A. Saunders, and Mr. and Mrs. Cocke Roach, spent last Saturday and Sunday fishing at Lake Henshaw. A large mess of the finny tribe called perch fell victim to their lines and wound up in the frying pan over the camp fire and they brought back some good snapshots to prove that the big ones didn't get away.

Motorman L. H. Stephens, Conductor A. M. MacKenzie, and Operator A. Vejar, did a little deep sea fishing last Tuesday, and it is evident that they are good sailors as no one was sea sick and enough mackerel was brought back to supply every one at the Division who cared for fish.

Conductor W. Sambus is on leave for thirty days to rest up, what for, we don't know.

Operator G. L. Beckstrom is taking three weeks off to go to his father in Utah, who is very sick.

Motorman L. B. Dundas is leaving Sunday morning for an extended trip, destination unknown but will be gone for ninety days.

The boys have been practicing and trying out who shall represent Division Four in the pinochle tournament. Motorman C. W. Allen and Operator F. R. Combs finally won the decision and now watch their smoke.

May I, through the column, acknowledge the beautiful floral offering and kind expression of sympathy extended to me by the boys of Division Four, in my recent bereavement.

—"Ye Scribe."



## Motor Coach Division

ELMER WOOD

C. O. Morse, the Division Foreman, has your goat, and we don't mean maybe. If you don't believe it just go out to his house and he will show you. Operator H. C. Pierson is probably the cause of it all, because he originally had the goat and not having a place to keep it gave the animal to Morse.

Operator P. F. Murphy wishes to thank the boys of the Division and Garage for helping him sell the necessary number of tickets to make him eligible as a representative to the A. E. F. Convention in St. Louis. Murray received the appointment and will leave the first of this week for his home town. A thirty days' leave of absence was granted for the occasion, and we all wish him a pleasant trip.

Operator A. E. McDonald had the thrill of his life last Sunday when he awoke and discovered that he had missed out. But thinking he could keep it from being three days he put his clothes on and burned up the highway. He made it all right, but luckily some one was behind him when he was informed that his request to be off that day was granted, because he would have dropped over, sure.

Operator C. M. LaDuc has been on the sick list for the past week with the flu. We hope to see his smiling face around the Division soon.

Operator J. M. Holman has returned to the fold again after spending thirty days in his native country, Texas.

Operator A. W. Powell is quite the fisherman. Last Sunday he went out on a barge and caught a whole sack full of barracuda. Yes he did, because he brought enough back to supply several of the boys around the Division.



## Shops

JACK BAILEY

Chief Clerk F. T. Burchett has returned to work after spending several weeks on the sick list. He returned to find that his stenographer, Mrs. Rex Guignard, was also on the sick list.

It was a big shock to the boys of the Shops to learn of the sudden and accidental death of Mrs. Stulken, mother of W. E. Stulken of the Sheet Metal Shop. Our sincerest sympathy is extended to W. Stulken and the other bereaved relatives. Mrs. Stulken was struck down by a truck.

Too much curve resulted in a broken arm for Walter Jones, of the Winding Room. Walter was hit by a baseball while playing with a local team. Here's hoping for a hurried mending of the broken bone.

Truckman Paul Abbey will leave for the hospital this week to undergo a minor operation. We hope for a quick recovery.

Introducing J. M. Gerrard, new man in the Machine Shop. Welcome to our City.

This morning of May 26th, marked an event of the year. Five big Shop huskies took up reel and rod and left for the rushing waters of the upper Sespe. Those who have vowed to bring back the aquatic vertebrates are: Carpenters L. A. Johnson, and A. L. Dellinger, George Redd, Sheet Metal Shop Foreman, Rex. Guignard, Mechanical Inspector, and Harry Diebert, General Plumber. This party is also honored with the presence of Mr. Horace N. Kinnie, of the Los Angeles Times, and son-in-law of Mr. Redd.

Roy Baxter and Bill Thun, Truckmen, were caught the other day challenging each other in friendly argument. It seems that Roy has trouble inducing Bill to eat at his lunch room, and all over a piece of pie.

Painter M. Bradley has a very novel idea that he can hypnotize. He has given up the idea that he is a weather prophet. His co-worker R. E. Smith has consented to be his first victim. If Bradley fails in this hypnosis idea we will all lose faith in his teachings. Smith thinks Bradley will back out, so does Geo. Gleland.



## Division Three

L. VOLNER

For the next ten days, Motorman A. Pfeffer will be in Frisco.

Conductor-Line Instructor J. J. Olexo, has gone into business, having bought a restaurant on Ave. 26.

Motorman H. Dingleline has gone to Chicago to settle an estate.

After a delightful vacation, most of which was spent seeing the city, Cash Receiver Sutherland has returned to duty. The weather was rather bad during his time off, too cold to go fishing and not cold enough to skate. One day while window shopping on Broadway he found a fountain pen.

If you haven't done so as yet, there are only a few days in which to have your watch registered.

### Appreciation

Gratefully acknowledging and thanking you for your kind expression of sympathy.

Mrs. Hattie Fletcher,  
Lola Fletcher.