

Meetings Start Today

J. C. Collins, Supervisor of Safety, is going to surprise his audience at the division meetings by analyzing some of the report cards on accidents that have been turned in by trainmen.

We know that some people don't see very well and some don't hear very well, but the fellows who see accidents that never happen are unbelievably numerous and Mr. Collins is going to tell about them.

Every trainman is expected to attend at least one of the meetings which start today. The suggestion is made that each man have a pencil and paper and make notes of those things which he wishes to remember.

A trainman goes into a meeting, hears a company officer talk, then goes out on his run. His attention is immediately involved in his work and after he finishes his run it is hard for him to remember the things said at the meeting.

The company would not call the meetings, or take the time of the men, if what the speaker had to say was not of vital importance in the business of running a street railway.

Jotting down a few points helps wonderfully to bring back to the mind the most important parts of the address.

Here is the time and the place:

- January 24th—Division Three.
- January 25th—Division One.
- January 26th—Division Two.
- January 27th—Division Five.
- January 28th—Division Four.

First Dance of the Year

The regular monthly entertainment and dance will be held at the Forester's Hall, Saturday night, January 29, 1927. Each and every employee of the Los Angeles Railway Company, as well as members of their families are urged to attend.

Employees will be admitted on their passes or identification cards. The identification cards may be secured from the heads of department or the foremen for members of families of employees who wish to attend; the card is to be used only in case the employe cannot accompany them.

Don't forget that the show starts promptly at 8 o'clock. Come early and get a good seat.

ENTERTAINMENT COMMITTEE
C. V. MEANS, General Chairman.

Remarkable Decrease in Demerits



R. A. Pierson, supervisor of merit system; Mrs. T. R. McKinley, clerk, and Hilda Goldstrasse, clerk, putting the finishing touch on record-breaking report.

The 1926 report of the merit system shows such a marked improvement over the record for 1925, according to R. A. Pierson, supervisor of merit system, that trainmen, division superintendents and company management generally are to be congratulated on the remarkable decrease in demerits.

Division Three heads the list with 2492 less demerits than in 1925. Division Two comes next with 2035 fewer demerits than last year. Division Five has 1761 less than in 1925. Division One has 1429 less and Division Four comes last with 1140 fewer demerits than last year. The forty causes of demerits show a total of 22,079 for 1925 for all divisions, while this year's total is 12,777, a difference of 9302 less demerits for 1926. This is truly a splendid showing.

A detailed analysis of the report divulges some surprising features. While demerits in general have shown a most commendable decline, those given for discourtesy have increased. Division Two leads the increase in this class of demerits, followed closely by Division One, while Division Three has the same number as last year. Divi-

sions Four and Five, however, have fewer demerits this year for discourtesy than last year. Demerits for collision of cars, with vehicles and persons show a slight increase. The total demerits for derailments and split switches show an increase of 30 per cent. There is a slight increase of demerits for failing to report accidents, for car improperly equipped and for reading newspapers.

The most pronounced decreases over last year are as follows:

	1925	1926	Decrease
Excessive speed....	1992	814	1178
Running ahead of time	1985	1459	526
Giving bells too soon	2482	1145	1337
Violating road space	998	323	675
Visiting with motorman	1101	461	640

That this fiscal year started auspiciously is borne out by the December report just received, which shows an approximate decrease in demerits of 33 per cent over December, 1925.

Eaton Convoys Swimmer

It was the privilege of B. H. Eaton, engineer of way and structures, to participate in what he terms the greatest athletic contest ever staged, the swimming race from Catalina to the mainland on January 15th.

With Pat Dowling of the Christie Comedies, Bill Eaton and James Fitzhugh, on board his boat, the "Tamanito," Mr. Eaton convoyed Carl Hull, one of the contestants for the \$25,000 prize throughout the time he was able to stay in the race.

After five and one-half hours in the water, Hull had to be taken aboard the "Tamanito" and given first aid. He was suffering from temporary paralysis in his back and legs. His condition and the grease on his body, made his removal from the water a most difficult job. He was placed aboard the steamer Avalon for medical attention. Mr. Eaton and his companions then started out to follow the swimmers who were in the lead. A fog came in making it impossible to determine their location, but they stayed out and were rewarded by being in at the finish of the greatest swimming race in history.

Masonic Club Elect Officers

The Los Angeles Railway Square and Compass Club held their annual election of officers on January 15, at Masonic Temple.

The meeting was attended by the largest number of members at any time since the club was organized.

E. R. Dye, superintendent at Division Three and retiring president, gave a short resume of the progress of the club during the year 1926.

Newly elected officers of the club for 1927 are:

F. B. Slaughter, president; L. F. Sparks, first vice-president; T. C. Chase, second vice-president; R. R. Smith, third vice-president; F. J. DeMott, fourth vice-president; T. H. Gray, fifth vice-president; W. T. Brown, sixth vice-president; Dan Healy, seventh vice-president; Maurice Wassell, eighth vice-president; J. H. Miller, ninth vice-president; C. A. Henderson, treasurer; E. H. Sleeper, assistant treasurer; W. T. Shelford, secretary; H. T. Hansen, assistant secretary; A. G. Rex, marshal and R. D. Starling, assistant marshal.

TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager



BOUQUET'S



Left to right: O. A. Dixon, B. M. Deane, S. N. Hale, F. H. Woodcock, F. W. England, J. A. Bunch, R. W. Patterson

Use Your Head

At one of our division meetings some time ago a representative of the Fire Department quoted from the Fireman's Manual of Instruction as follows: "Don't use your axe in breaking windows. Use your head."

While undoubtedly this rule was not intended to mean exactly what it said, there are a good many purposes for which a man's head should not be used, but there are hundreds of opportunities arising every day wherein a man might make use of his head to very good purpose, assuming that the term "using your head" means exercising common judgment in dealing with some situation. Hundreds of men use their heads to very good advantage if given plenty of time to formulate their ideas and then put the idea into practice. Others are endowed with the power of analyzing the situation and without conscious thought taking quick and correct action in an emergency, while too many others utterly fail to think or act quickly enough to avert serious consequences.

As a few examples of cases wherein a man can use his head to good advantage, let us remind you that properly "Using your head" would indicate that the first action to be taken by a conductor when his car is stopped with the trolley off, around a dangerous curve, or in some other similar situation, would be to get back and flag a following car, thereby preventing any possibility of a rear-end collision.

Another proper use of the head would be for a motorman when coming up to a point where a traffic man is usually on duty at that particular time and has an electric switch cut out, but who happens to be absent at the precise moment, and the electric switch is in operation, to realize that the traffic man is not on duty and that therefore group movement or doubling the electric switch with another car is not only against the rules, but might result in a very serious accident.

Another proper use of the head would be for a motorman to take proper precaution when operating on a slippery rail, making all allowances for the dangerous condition and therefore guarding against a possible accident by operating safely.

"Using your head" would do away with the necessity of the company installing "slow" signs and would prevent a motorman having to watch for points where such "slow" signs are displayed, because of the fact that the condition which makes it advisable to put up a "slow" sign is in itself sufficient warning that careful operation is necessary, providing he makes proper use of his head.

"Using your head" would prevent a large number of men from getting into financial difficulties due to their signing papers which obligate them to certain things without first making careful note of the meaning of such documents, and also would indicate to the man concerned that after he has signed such document it would be necessary for him to live up to the terms set forth therein.

"Using your head" would indicate to you that intoxicating liquor and street car operation cannot be successfully combined and would also indicate that intoxicating liquor cannot be indulged in to any considerable extent, even at times when the user is not on duty, as the effect of the use of such liquor sometimes continues for a considerable length of time and might not be entirely worn off when it was necessary for the trainman to resume duty.

And, "using your head" would indicate above all that the best rule of all for a man to follow is the Golden Rule—"Do unto others as you would have others do unto you."

"Use your head" in thinking these things over and your efficiency cannot help but be improved.

Conductor O. A. Dixon, of Division 2, is commended by S. E. Alkire for being exceptionally courteous and accommodating.

Conductor B. M. Deane, of Division 2, is commended by M. R. Hopkins, who expresses his appreciation of Mr. Deane's courtesy in loaning him car fare.

Conductor S. N. Hale, of Division 1, is commended by A. V. Pattee, traffic manager of the E. K. Wood Lumber Company, for courtesy extended an elderly laborer who was carrying a heavy box of tools.

Conductor F. H. Woodcock, of Division 2, is commended by Charles H. Marshall of the San Francisco-Sacramento Railroad Company, for cheerfulness, alert and active courtesies in helping passengers, and for general neatness and fine appearance.

Conductor F. W. England, of Division 4, is commended by George B. French, an elderly gentleman who is partially blind. Mr. England was highly commended for helping Mr. French onto the car and giving him his stool, and for universal courtesy and thoughtfulness to all passengers.

Conductor J. A. Bunch, of Division 2, is commended by Mrs. J. L. Morefield for assisting two ladies when alighting from the car where street work was being done.

Conductor R. W. Patterson, of Division 4, is commended by Annie Magnus for promptly returning a lost package to her.



F. Slaughter

Conductor F. Slaughter and Motorman A. Brumet, of Division 2, are commended by Mrs. A. M. Bell, for uniform



A. Brumet

A rooster makes a spur track in the snow but our engineering department makes them anywhere.

If there were but one royal road to success it would have been under government control long ago.

kindness and courtesy that has come under her observation from time to time.



LARY LAFFS



A negro went fishing. He hooked a big catfish which pulled him overboard. As he crawled back into the boat he said, philosophically: "What I wanna know is dis: Is dis niggah fishin' or is dis fish niggerin'?"

Jimmy: "My dad's awful smart."

George: "What does he do?"

Jimmy: "Why he's a mechanic and makes locomotives."

George: "Gee, that ain't nothing; my father's a commuter and makes two trains every day."

Hobo: "Ah, these capitalists! If we poor people only had our rights, I'd be riding in my own carriage as I did before."

Skeptic: "Yes, but your poor old mother couldn't push you now."

Taxicab Driver: "Where do you get that 'Home, James' stuff? This is a taxi,—see!"

Passenger: "Pardon me, my error. Home, Jesse James!"

First Flapper: "The cheek of that conductor! He glared at me as if I hadn't paid my fare."

Second Ditto: "And what did you do?"

First Ditto: "I just glared back at him—as if I had!"

Sambo was asked what kind of chickens he preferred.

"Well, suh," he replied, after a few moments' consideration, "all kinds have dere merits. De white ones is de easiest to find in de dahk; but de black ones is de easiest to hide aftah you gets 'em."

Two gentlemen were uncertainly flivvering their way home from a party.

"Bill," said Henry, "I wancha to be very careful. Firs' thing y' know you'll have us in a ditch."

"Me?" said Bill, in astonishment, "why, I thought you was drivin'."

An Irish woman said to her husband: "You told me your work kept you late."

"Yes, my dear."

"Then how is it Mr. Murphy saw you at the ball game?"

"Oh, that wasn't me, my dear. I saw that fellow there myself and I'll admit he looked a lot like me."

Inebriate: "You see, I started home early, but I was attacked by a thug."

Wife: "And your tongue clove to the roof of your mouth."

Inebriate: "Yes, but how did you know?"

Wife: "I smelled the clove."

Bulletins

Issued January 24, 1927

STREET CAR

NO. 11—NOTICE TO CONDUCTORS

The following passes are reported lost: 1360 issued to F. I. Flynn, substation operator.

1385 issued to J. G. Parker, substation operator.

1509 issued to J. J. Higgins, chauffeur, Line Department.

2040 issued to Florentino Chavez, welder, Mechanical Department.

2585 issued to W. H. Terry, painter, Mechanical Department.

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

R. B. Hill

Tune In ORCHESTRA

- January 24, Division 3.
- January 25, Division 1.
- January 26, Division 2.
- January 27, Division 5.
- January 28, Division 4.
- January 29, K. of C. dance, 612 S. Flower.

QUARTETTE

- January 24, KFQZ, 9 to 11 p. m.
 - January 25, KHJ, 10 to 11 p. m.
 - January 27, American Association Engineers at Artland Club.
 - January 28, KNRC, 9 to 10 p. m.
 - January 29, KHJ, 9 to 10 p. m.
- Don't forget the phonograph records at 1034-36 South Broadway.

Better Service

More frequent service has been provided on the Wilshire Bus line during the morning and afternoon rush periods and on Sundays, commencing January 23rd.

On Sundays, also, operation will commence one hour earlier.

Secret of Stolen Smokes

It was in June, 1924, and a few days before Conductor L. I. Kiser of Division 1 was to be married, and the boys were reminding him of the cigars that were expected on that occasion. Kiser remembered having seen Motorman John Wilson place a box of cigars, for his own use, in his locker the day before, so he said, "the cigars are bought and are in Wilson's locker. He will pass them out at the proper time."

The day of all days came. Kiser took ten days off for his honeymoon. The boys called on Wilson for the cigars. Wilson knew nothing about them. He was followed to his locker, and sure enough there were the identical smokes that Kiser had told them about, so they thought. Wilson was run ragged and finally he passed out the cigars, with a smile on his face but with murder in his heart.

On Kiser's return the fun began, but Wilson finally yielded to the pleadings of the doomed one and promised to spare his life if he would promise to keep the matter a secret. Kiser kept the secret for two years, and one day he ran short of something to talk about, and told his motorman, Nate Robinson. It was too good to keep, so Nate released it for publication. This is how Wilson came to furnish the smokes for Kiser's wedding.

Hunting Party Lost On Desert

The Tale of a Rabbit, a Fog and Two Mighty Hunters

This is the tale of a mighty rabbit hunt and several mighty nimrods in the persons of Superintendent T. Y. Dickey, Switchman Ed Forsythe, Mechanical Foreman Carl Gordon of Division Five, and Ed Yonkin of the Instruction Department.

These gentlemen hied themselves Saturday night to the vicinity of Peris, where they camped overnight. They sallied forth the next morning to shoot rabbits. Mr. Dickey and Mr. Forsythe went in one direction while the other members of the party went the opposite direction.

It was very foggy and after going a few miles, Mr. Dickey stumbled and fell over a rabbit that had stopped to get its breath. After Mr. Forsythe helped him to his feet, they got turned around and lost their way in the fog. They tramped for hours and hours and finally found themselves in a field that looked promising for rabbits. But—the owner had signs posted prohibiting shooting and the bunnies gave them the laugh.

The signs, however, meant nothing in the lives of our heroes for the fog was so thick it made a good alibi, but their presence did annoy the farmer's dog and the rest of the livestock and so great was the commotion that it attracted the farmer's attention. He came out to see what it was all about and demanded to know why the hunters were hunting on his land. They told him it was true they were hunting, but they were hunting for their automobile and camping place, both of

which had gotten lost in the fog. The only clue they could give was that they had left them somewhere near a water tank.

The sole fruit of their hunting trip was two rabbits, but as they had shot them on the land where the signs were posted they had to feed them to the dog to keep him quiet and to get rid of the evidence.

Mr. Gordon and Mr. Yonkin in the meantime returned to camp and fearing that something had happened to the other members of the party, started a large bonfire, adding an old auto tire by way of flavor. At 11 o'clock our weary pilgrims saw and smelt the signal and came into camp. One shudders to think what might have happened if these hunters were swimmers and they had tried to swim the channel instead of hunting rabbits. They are to be congratulated on their endurance, but hardly on their keen sense of direction.

To prevent a repetition of this experience various fellow-employees have donated police whistles, compasses, road maps, tail lights, etc. A much easier way to hunt rabbits has been suggested; that the hunter make a noise like a carrot and when the rabbit comes up, hit him with the butt of his gun. This also saves ammunition.

It is sincerely hoped that the heroes of this tale of a rabbit hunt will profit by these suggestions so their friends will not soon again be called upon to endure a similar suspense.



Neva McBroom, twenty-six-months old daughter of Motorman Ira McBroom of Division Two

Wedding Bells

Thursday evening, January 13, the First Brethren Church, Forty-second and San Pedro Streets, was the scene of a beautiful ceremony when Katharine, the eldest daughter of Henry T. Scott, traveling supervisor of safety, was united in marriage to Carl G. Woelker by Dr. Hudson of the Temple Baptist Church. The bridal march was played by Sarabell, twelve-year-old sister of the bride.

Mr. and Mrs. Woelker are spending their honeymoon at Mr. Scott's cabin at Camp Baldy and will be at home to their friends after January 22 at 3042½ Royal Street.

On the seventh day of this month, Conductor R. J. Bailey of Division 5 took a 30-day leave of absence for the purpose of "taking a little trip." Them's his own words, boys. On the 17th of this month he started back to work again and we found out that what he considered a little trip was tying the nuptial knot. If that's a little one, a lot of us would like to know what a big one is. Anyway, Bailey old kid, we wish you all kinds of luck and everything that goes with it. He tried to keep this a secret, but can you imagine a man marrying a woman and then trying to keep it quiet?

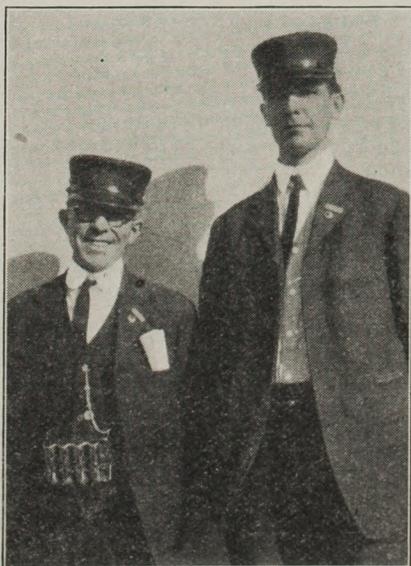
While we're on marriages, here's another one about a guy led by the halter. This time it's Motorman A. Biederman of Division 5. Here's a guy who worked the back end for quite a long time, but as soon as he changed over to the front end and got a regular run he walks into the trap. That ought to settle the long-drawn-out argument between motormen and conductors, about "brains." "Biedy" and his wife, who, by the way, is the daughter of Motorman L. Blackburn, are now on their way back East to Longmont, Colorado. Good luck to you, folks.

It is never too late to speak of wedding bells. They chimed last week for Sharon Shadle, trimmer of the Shops. Cigars were plentiful and we all join in wishing Mr. and Mrs. Shadle many happy and prosperous years together.

Motorman Al Brumet of Division 2 laid off Saturday and was married. Here's wishing you all kinds of luck and happiness, Al.

Fire Display at Bus Division

Several different types of portable fire extinguishers were tried out during the regular annual inspection at the Bus Division the other day. The boys took real delight in watching the fires ignited and then extinguished.



The title of "Buddies" could be given the above on account of the fact that Frank Clavin, No. 2738, and W. T. (Ted) Miller, No. 469, of Division 5 have been working together for quite a few years, and at every shakeup Ted and Frank always get together once more. Line "E" is their favorite working district.

A GOOD RESOLUTION

Every knock knocks the knocker; every boost boosts the booster—this year, therefore, I'm going to boost!

Price List of Uniforms

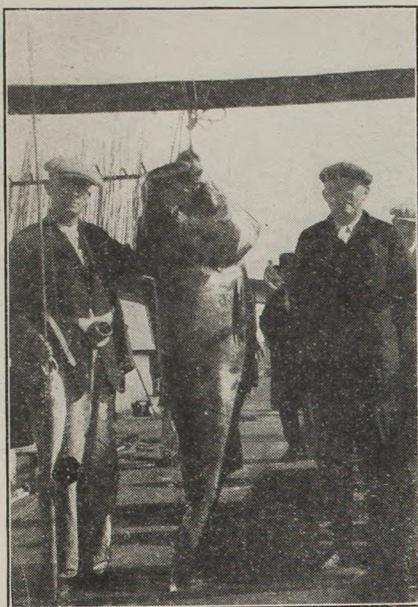
Answering numerous inquiries received by the Uniform Department regarding prices for uniforms, caps and for cleaning, the following prices are quoted:

- Regulation three-piece uniform of sixteen-ounce blue Wanskuck serge (a dependable fabric for wear and color and favored by many traction companies and police departments throughout the country)..... \$30.00
- Coat 17.50
- Vest 3.00
- Extra trousers..... 9.50
- Caps (best on the market)..... 1.85
- Cleaning and pressing suits, including small repairs, buttons, etc.) 1.00
- Courteous attention to detail and best service at all times. WESTMORE 8446.

UNIFORM DEPARTMENT,
R. Windsor, Mgr.

DIVISION TWO

E. A. MOXLEY



Two disciples of Isaac Walton and what they caught, or rather what he caught with rod and reel. Is it a jewfish or deep sea bass? "He" is J. E. Albert of Division Two, and the gentleman on the right, his father. Some catch, don't you think?

V. E. Williams was injured Sunday night while riding home on his bicycle. He collided with an auto. He isn't sure just how it did happen as he was unconscious for several hours.

Our busy stenographer, H. T. Hansen, is taking a few days off on account of his eyes. Motorman Nelson is taking his place during his absence.

A nice Persian cat, answering to the name of Tom, was left on a car and turned in at Division Two office. Our foreman is trying to find a home for it. Ask Jim for him and take him home.

Conductor J. F. Barrier took a ninety-day-leave and left for the East in the old flivver.

T. C. Chase hurt his thumb while picking up a broken step last week and still has it bandaged up. Expects to be back to work in a couple of days.

Tex Bourland, W. G. Caldwell, E. E. Smith and several other checker wizards were given some pointers on the game Tuesday. A friend of Harry Travis was the instructor. He lost one game in four and a half hours. Tex remarked: "Oh! he's wicked."

The Receiving Hospital called the division Tuesday and informed Madigan that Daddy Pierce had been hit by a truck at First and Alameda. Daddy was worried about there being no flagman there and wanted the company notified at once.

DIVISION THREE

L. VOLNER

Conductor F. N. Ransom has been released from the Roosevelt Hospital and expects to be back to work soon.

News is a scarce article around this division just now. Everybody well and working and not many laying off or missing out—but don't forget the meetings Monday, the 24th at 10 A. M., 2 P. M. and 8 P. M.

Mr. Collins will be the principal speaker and we are sure to hear something good.

Conductor A. P. Keran has had a little sick spell and is now down to Carlsbad, where he has a little place, to recuperate.

SHOPS

JACK BAILEY

Those people who have not mastered the use of false teeth despise to be talked to during lunch hours and especially at social gatherings where food is dispensed. So will you boys please keep this in mind when one, Roy Baxter, truck man, is concerned. Roy can play a wicked banjo, but when you get a kick on the shin at the dining table, that means stop asking him questions.

Robert Harvey, foreman of the Air Department, is on the sick list.

O. Boymann, truckman, is back on the job after some thirty days spent in Miami, Florida. He returned via Chicago, where he witnessed a nine-inch snow storm. "California, here I come."

Assistant chief of the plumbing troop, H. Shelford, has deserted the spinach soccer team and has placed his knee pads on the bumpers of the Dodge. He then christened it "The Padder's Service Wagon."

The store room is out of No. 2 cup grease. The store help must be laying up the summer supply of bathing suits.

Nightwatchman W. DeLawter is taking a few nights off resting up and trying to get his owl eyes acquainted with the bright side of the day.

Section No. 1 storekeeper, O. Keifer, spent the week-end at Salton Sea duck hunting. If he had his way about it he would rearrange that sea. One thing sure he did not have a requisition for a duck and he came home all wet. "Sistum" or System is Keifer's middle name.

E. Biddlecomb, S. Messina and H. Connors headed the carpenter shop's sick list last week.

BUS DIVISION

ELMER WOOD

I have been asking everybody for news this week, but they all seem to be doing the usual thing (and that is as little as possible) so that will account for the shortness of this column.

Operator F. X. Kramer played the part of a hero last week when he rescued Operator Kosick's Cadillac touring car. Kramer noticed two nervous and guilty looking strangers in the car as he passed by and went back to ask what they were doing. But the strangers had started the car and sped away. Kramer hailed a passing vehicle and gave chase. The would-be thieves abandoned the car when they got around the corner and escaped in a Ford, which was waiting for them. Kramer brought the Cadillac back to the division and was praised for his quick action.

Two newcomers last week were J. M. Black and B. A. Kelley, the latter having driven buses in Detroit, Mich.

Introducing New Men

The following men were sent to their various divisions during the week ending Wednesday, January 19:

To Division 1, Motorman S. R. Willis; to Division 2, Motorman J. W. Shaw, Conductors W. E. Rogers, H. C. Cunningham, H. G. Prescott, C. V. Knoll; to Division 3, Motormen F. M. Osborn, C. A. Woods, Conductors C. A. Cooper, L. F. Barnes, L. H. Walton; to Division 5, Motormen J. A. Mitchell, R. S. Schwab, G. A. Chambers, and Conductor G. J. Krause.

DIVISION ONE

H. N. COLE

Conductor J. W. Head's watch ceased to function a few days ago, and when he reached Vermont Avenue he set it according to the time he was due at that point, and sure enough it was exactly right to the second. Now Head says he has the best motorman, J. F. Berry, out of the division, as he observes the time points so accurately, there is no need to have his watch inspected.

Conductor Ed Urban is quoted as saying: "If the chewing gum magnate ever puts on a rowboat marathon I will be a contestant." It is said that Ed had considerable experience rowing a boat one night. The story goes, that he started out to some given point, and after he had rowed for several hours he found that he had failed to haul in the anchor and he was in the same geographical position as when he started.

It is said that "some people are born lucky and some good looking." Dick Rowe is puzzled as to which class he belongs to. We were all under the impression that it was the latter, but when he went to a show last Saturday night, which was gift night, and drew a fine mahogany dining room suite, we are forced to the conclusion that he possesses both.

Motorman S. B. Prancevich was passing cigars around last week on account of a new arrival at his home on January 12th. A fine baby boy.

Conductor H. M. West resigned last Tuesday to accept a position as mechanic in the garage of the bus division.

Conductor J. A. Ramie is out of the hospital where he was confined for two weeks on account of an operation for appendicitis.

DIVISION FOUR

C. J. KNITTLE

The duck hunting party composed of Foreman B. B. Boyd, Clerk E. E. Roffee, Conductor J. A. Saunders, Motorman J. F. Keefer and Conductor J. A. Weathers returned from the upper Sacramento Valley last Sunday greatly disappointed. In their migratory flight this season the ducks passed up their old-time haunts and continued southward. Wild geese were seen—a mile high. Somehow or other the gang bagged four of them. Mr. Boyd expects to try the Salton Sea region soon.

Conductor Dyson transferred to Division One last Monday.

Conductor C. L. Adams of Division One, comes to Division Four.

Safety Operator G. A. Carter has gone to the War Veterans' Hospital in San Fernando Valley for treatment.

Motorman F. E. Conway resigned last Wednesday.

After three weeks on the sick list Motorman H. P. O'Gorman has returned with a mouthful of new teeth.

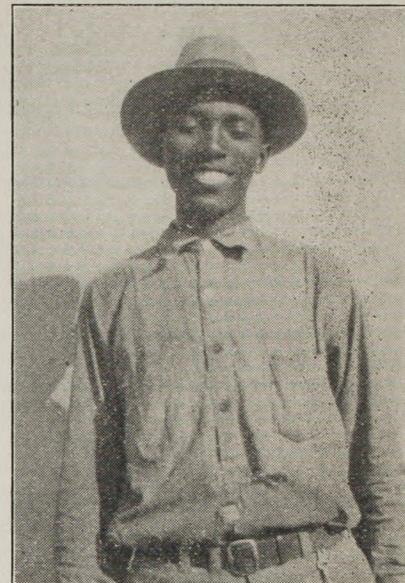
Motorman M. Tessore is laid up with a carbuncle on his left arm.

Conductor D. J. Vanderlinden and Safety Operator H. A. Cornwell are also on the sick list.

We understand why a fool and his money are soon parted but where he gets it is what gets us.

DIVISION FIVE

FRED MASON



Just a little study in black and white. The white background is furnished by the sub-station wall at Division 5 and the gentleman of color is Merdie Rhodes, the ever-smilin' porter at the above-named place. Merdie hails from Hazelhurst, Miss., where he first saw the light of day 23 years ago. Off duty, he is the sheik of Central Avenue and all the red hot mammas sure do get a real thrill when he steps out among 'em.

Motorman Knudson says that he's not looking for nickels any more since he found the \$2½ gold piece; he's after the big stuff. We now know why it is that Bill Calloway, who follows Knudson, has taken to smoking Chesterfields. Every time you see Cal with a cigaret in his mouth you can bet he has picked up fifteen cents.

"Say, Fred," said Conductor Frank Adams, "that dog of your's ain't a Scotch collie, he just gave he his paw."

Conductor W. T. Vickers has taken an indefinite leave of absence on account of his health. Here's hoping you'll soon be back with us again, Vick.

Motorman P. G. Atwood and W. Atchison flivvered back from Tiajuana last Monday, all the way, on five gallons of gas. Owners of Cadillacs, no names mentioned, please take notice.

Don't forget next Thursday, the 27th at 10 A. M., 2 P. M. and 8 P. M. Pinochle players especially. Be there.

You've all heard of the fellow who reported one hour too early for his run, but here's one that's got 'em all beat. Motorman Murray McConnell works an early run on "E" line, and of course makes it his business to get to bed early. One morning last week his little old Big Ben gave him the usual ting-a-ling to get up and start another day. Up jumps Mac and Mrs. McConnell, and right there the day starts for both of them. By the time Mac was all washed and dressed Mrs. Mac had the waffles on and the bacon sizzling, and just a few minutes of waiting and they sat down to a hearty breakfast. Well, they finished breakfast, Mac kissed his wife goodbye and then looked at his watch to see how much time he had to spare. And when I say he had plenty I don't mean maybe. It was just around 1:00 a. m., so to make a long story shorter, they had breakfast and went back to bed.