

## MAKING TRAINMEN OUT OF RAW MATERIAL

The handsome collection of men in the accompanying picture are not members of an Uncle Tom's Cabin company. They are the entire force of the instruction department, including stenographer and clerk. These are the boys who take delight in giving help and information to trainmen, their sole idea being to make the work pleasant and easy by demonstrating how and why things should be done in a certain way.

As you can see, many of these men have had years of experience and know the value of rules. It is the desire of each one to see every trainman earn the regular bonus and also a share in the special awards for 1927. Possibly a short history of each man's railway life may be of interest.

D. Healy, chief instructor, was employed first as a conductor in 1905, then as motorman for the Los Angeles Interurban Railway Company. He was then made a dispatcher, then an instructor and is now the chief instructor. Prior to coming to Los Angeles Danny had spent three years with the Oakland Street Railway Company in various capacities. He was first employed in the mechanical department, then in the maintenance of way, and finally as a conductor.

Walter Hole, who failed to show up in time for the group picture, was a motorman at Division One in 1904 and then became an inspector or supervisor, and is now an instructor.

O. T. Elrod, assistant chief instructor, was also a conductor and motorman at Division One in 1904, was made instructor, then supervisor and returned to the instructor's job.

G. Clear came to Los Angeles in 1903 from Portland, Oregon, where he had been a motorman. His service with the company was first as conductor, then as motorman.

G. F. Miller was employed as a motorman in 1912 at Division Two, but was later made a supervisor, then instructor.

Ed. Yonkin began his service with the company as a conductor at Division One in 1892, was later made an inspector and is now an instructor.

W. G. Miller, in 1897, was a conductor at Division One and then was made an instructor.

## Danny Healy and His Force



Reading from left to right: Standing, O. T. Elrod, W. G. Miller; seated, G. L. Musselwhite, Grant Clear, W. E. Snell; standing, Dan Healy; second row, standing left to right, J. K. Hagan, Ed Yonkin, L. F. Crandell, Jack Knight, I. C. Acuff, C. A. Kern, Walter Williams, Geo. F. Miller, J. H. Miller, A. B. Parker.

W. S. Williams has been stenographer since 1920.

L. F. Crandall, who is now clerk, was employed first as a conductor at Division One in 1905, served later at Division Two and then was made an instructor.

J. H. Miller, now an instructor, was first a motorman at Division Three in 1921.

W. E. Snell was employed as a motorman at Division Five in 1919, but is now an instructor.

G. L. Musselwhite was employed first as a conductor in 1907, then served as motorman, safety operator, clerk at Division Two, and is now an instructor.

J. K. Hagan began his service with the railway company as a motorman

in 1904 and worked till 1918. He was employed in the mechanical department in 1921 and is now an instructor.

A. B. Parker has been with the company since 1917, first as a motorman at Divisions One and Three, and now as instructor.

C. A. Kern came to Los Angeles as a motorman from Kansas City in 1919 and was employed first in that capacity at Division Two, and then was made instructor.

J. Knight was employed as a motorman at Division Two in 1921, and was later made instructor.

I. C. Acuff has been with the company since 1909, first as a conductor at Division Three and now as an instructor.

## PRESIDENT READY TAKES POINTERS FROM "LARY"

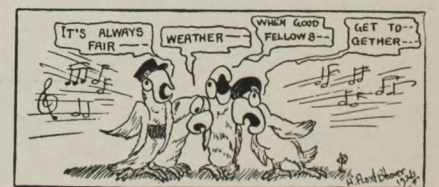
Before assuming his duties the first of the year, Lester S. Ready, newly elected president of the Key System Transit Company, is spending several days with officials of the transportation department familiarizing himself with the methods of operation of this company.

Mr. Ready, who was with the California Railroad Commission for thirteen years, four of which he served in the capacity of chief engineer, says it is a conceded fact that the Los Angeles Railway is operated as efficiently and economically as any street railway in the country.

Mr. Ready is a Southern California man, a native of Ventura, where he grew up, as he says, "among the bean vines."

The Key System Transit Company is one of the largest traction companies in the country. It serves Oakland and other East Bay cities with street cars and ferry boat service.

## OUR MUSICIANS MAKE GRAND GESTURE



A very high compliment has been paid our orchestra and string quartette. They have been invited by the Los Angeles Opera and Fine Arts Club to play for its dance on December 10th. The quartette will play from 8:30 to 9:30 and the orchestra will furnish music for the dancing.

That the Los Angeles Opera and Fine Arts Club, composed as it is of musicians and artists, should choose the Los Angeles orchestra and quartette to play for them indicates the degree of high esteem in which our players are held from a musical standpoint.

The only kind of a ship that always comes in for the man who lies around waiting for one, is hardship.

## The Tree of Mystery and its Golden Fruit

In next week's issue of Two Bells there will appear a Christmas tree. Upon its branches will hang many gifts for those whose fingers are long enough and whose brains work fast enough to pluck the fruit of the tree first.

Now keep cool and don't crowd. Copies of next week's Two Bells will be available at nine o'clock sharp Monday, December 13th. Grab it hot off the press and look for the tree you'll love to touch.

# TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

## New Safety Ordinance

A new traffic ordinance for the further protection of pedestrians has just gone into effect. Read Bulletin number 184 in this issue and observe to the letter. Too much care cannot be taken in crossing pedestrian zones. Ordinances of this kind always follow accidents and are an effort in the direction of safety. Remember the plea of Mr. Hill, made at the recent meetings, to use extra precaution when passing in and out of school zones. Be on the alert for little ones playing in or crossing streets the moment you enter the neighborhood of a school. You cannot play too safe.

## The Job and The Man

By R. A. Pierson, Supervisor of Merit System

Many times in the course of a year one dealing with employes of a large corporation, such as the Los Angeles Railway, cannot help realizing the advantage given men to improve and make good, which they would not enjoy were they employed by an individual or small concern. Our records substantiate this fact.

A man's caution card may show that he has been cautioned not only for one violation of company rules, but that he has been cautioned repeatedly for the same offense. He may be charged on his efficiency record with demerits on account of his failure to do his work in the proper manner and still he is retained in the service.

When his record is brought to a dangerously low percentage he is even then given a last opportunity to show his willingness to co-operate with the company by observing the rules outlined for the guidance of its employes. These rules should not be considered arbitrary or irksome. They are friendly and helpful guides and are well thought out by those experienced in the operation of cars and in the transportation game.

More and more it is growing to be

the policy of corporations to help each and every employe develop his ability as much as the individual will respond.

As a concrete example—during the fiscal year of 1925 an employe, either through indifference or wilfulness, lowered his record to a point verging on automatic dismissal. Every effort was made to encourage him to take the right viewpoint and to develop the best that was in him. Evidently after giving the matter consideration, he decided to give his best—and his 1926 record places him among those who will receive special award—showing what can and has been done.

A man's position is what he makes it, and he is respected according to his own valuation. To give one's best means development and progress, and each step taken means that he is not only successfully filling his position and strengthening his character, but he is fitting himself for a higher position when opportunity offers.

Employes' efforts to bring their work up to the highest standard possible is noted and appreciated, and those in authority are alive to the fact of each employe's ambition and are always willing to lend a helping hand.

## LARY LAFFS

Pat went into the drug store for an empty bottle. Selecting one that answered his purpose, he asked:

"How much?"

"Well," said the clerk, "if you want the empty bottle it will be five cents, but if you have something put into it we won't charge you anything for the bottle."

"Sure, that's fair enough," said Pat. "Put in a cork."

"Is Jack a loud dresser?"

"Is he? You should hear him hunting for his collar button."

"Dad, what is an advertisement?"

"An advertisement is a picture of a pretty girl eating, wearing, holding or driving something that somebody wants to sell."

"Where is the car?" demanded Mrs. Jones.

"Dear me," exclaimed Jones. "Did I take the car out this morning?"

"You certainly did. You drove it to town."

"How odd. I remember now that after I got out I turned around to thank the man who gave me the lift, and wondered where he had gone."

"Did you give your penny to the Sunday school, Robert?" asked the fond mother.

"No, ma, I lost it."

"What! Lost another one? That makes three Sundays straight you've lost your penny."

"Yes, but if I keep it up I'll win 'em back. That kid's luck can't last forever."

## BOUQUETS

In these days when courtesy is apt to be taken for granted, it is with genuine pleasure we receive commendations for our employes from busy men and women who have taken the time to send us letters of appreciation for some kindly act done for themselves or observed by them when done for others.

For K. F. Hale, conductor of Division 3, from Ernest A. Rayner, for courtesy and skill in handling trying situations.



For Conductor T. T. Leech, of Division 5, from Mrs. M. L. Buxton, for helping passenger on and off the car and cheerfully answering all questions asked of him.



For Conductor C. O. Boyd, of Division 2, for courteousness and calling streets clearly and explaining necessary connections.

For J. M. Boehm, conductor of Division 1, from A. G. Fickeisen, for efficiency, uniform pleasantness and courtesy.



For Conductor A. O. Johnson, of Division 2, from H. S. Payne, secretary of the Board of Public Utilities and Transportation. Mr. Johnson was commended for especial attentiveness and courteousness during the rush hour period.



For Conductor I. M. DeSpain and Motorman J. Lasserre, both of Division 3, from Mrs. W. Heffernan. Mr. Lasserre made a special stop for a blind man who was trying to catch the car, and Mr. DeSpain walked to the curb and helped this man on the car and to a seat.



For Motorman L. M. Runyon, of Division 3, from Nurse Miriam Jean Rollins of the Florence Crittenton Home. Nurse Rollins had just missed the car, but Mr. Runyon very courteously and pleasantly made a special stop for her when he heard her call to him.



For Motorman W. B. Davis, of Division 4, from Mrs. Alice McCartney, for distinctly calling all streets and general efficiency.



For V. Impusene, conductor of Division 1, from Mrs. B. B. Pope, for wonderful courtesy to all passengers.



For H. C. Stewart, conductor of Division 5, from Chas. E. Turgason, for extreme courtesy in refunding overpayment of fare.



For Conductor A. J. Maryhew, of Division 5, for paying for improperly punched transfer for passenger, and for carrying himself as a perfect gentleman throughout the transaction.

## Musings of the Old Timer

By George E. Ferguson

Way back in the days when the water in Hollenbeck Park was perhaps just a little bit wetter, and our methods of transportation just a wee bit cruder, there was a line out Boyle Heights way called the Cummings Line. It commenced at First Street and Cummings, and ended at Boyle and Stephenson, now Whittier Boulevard.

The two gentlemen who were responsible for the proper operation of this part of the system were Motorman "Dick" Aldsworth and Conductor Sam Edwards, both of whom are now retired from active platform service.

Them were the ways, my friends, and that was some run. The stops were few and far between because patronage was light and the schedule, they will now admit, was not always carried out to the letter. Sometimes they would miss a trip, and then again, if they wanted to get back to the other end in a hurry, they might make up a trip just in order to please their own fancies. Being young and full

of pep they could not be blamed and, mayhap, a good looking seniorita would desire that her coach show up at "Stephie" Avenue and convey her to her home, and who could resist a smile from these coy young maidens?

Dick was industrious and so was Sam. It is related that Dick once made a round trip and didn't even miss his conductor, who had departed for a bite to eat. Sam, so I am told, was ever ready to add to the earnings of his particular run, and quite often would get off his car at either Boyle and Stephenson or First and Cummings, and collect fares from passengers who were waiting for either an "R" or a "P" car, issue his transfers to them and, of course, would ring 'em up on his register.

Padded accounts, yes, but, by golly, the Cummings "jigger" was a revenue producing line, just the same. More power to these old timers. They have had their joys and sorrows, but their loyalty to their company can never be questioned.

# Bulletins

Issued December 6, 1926

## No. 184—NOTICE TO TRAINMEN

Effective at once on account of changes in traffic ordinance the following points must be observed as arbitrary boulevard stops:

LINE "D"—1st and Bonnie Brae, when northbound on Bonnie Brae.

LINE "H"—Heliotrope and Beverly, when southbound on Heliotrope.

LINE "S"—Western Avenue and Beverly, when north or southbound on Western.

LINE "R"—Larchmont and Beverly, when north or southbound on Larchmont.

LINE "S"—Merrill and Avalon Boulevard, when westbound on Merrill.

Arbitrary stop signs will be installed in the near future.

Extreme care must be exercised in approaching and entering pedestrian lanes, whether indicated by painted lines, discs or other devices; it being also recognized by law that a prolongation of the space between property line and curb line on any cross street constitutes a pedestrian lane, whether specially indicated or not.

## No. 185—NOTICE TO CONDUCTORS

Pass No. 7530, issued in favor of M. G. Winn, bus operator, has been lost according to report of this man when he left the service of the Los Angeles Railway Bus Division.

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

## No. 186—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 33345, issued to Fireman Russel E. Kirkman, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

## No. 187—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 2023, issued to Robert Ballard, blacksmith, mechanical department.

No. 2174, issued to R. W. Styer, carpenter, mechanical department.

No. 2260, issued to Wm. Smith, scrubber, mechanical department.

No. 3390, issued to J. L. Hoffman, motorman, Division 5.

No. 6924, issued to R. Montgomery, motorman, Division 1.

## No. 188—NOTICE TO CONDUCTORS

Pass No. 6000, issued in favor of S. B. Sloan, motorman, Division 1, and reported as lost in Bulletin 183, has been recovered.

*R. B. Hill*

## BUS

No. 539

Starting cranks will be placed on all buses to avoid delay in cases where the battery becomes defective or weak.

Operators and conductors must be especially careful and detach the starting crank after using it and place it in its proper position on the bus.

No. 540—BUS

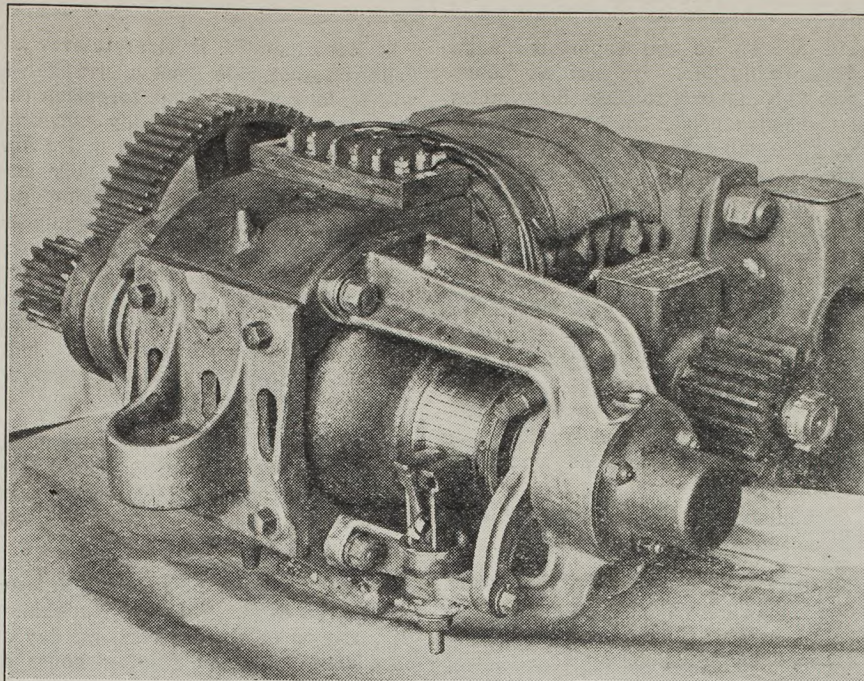
Operators must not hang money changers in leather upholstery of seats. Any bus which is not equipped with a money changer hanger will be taken care of if a Miscellaneous Report is sent to the undersigned.

No. 541

Los Angeles Railway Pass No. 7530, issued to Bus Conductor M. G. Winn, was reported lost when he left the service. If presented for transportation take up, collect fare and deliver pass to the Division foreman.

*Stan Franken*

## The Old Calliope



## J. A. Reckard Dies Suddenly

J. A. Reckard, for many years cashier of the Los Angeles Railway, passed away at his home on Saturday, November 27, 1926.

Prior to his coming to the Los Angeles Railway Company in 1900, Mr. Reckard was agent for the Toledo, Peoria and Western Railway, at Fairbury, Ill. C. A. Henderson, treasurer for the company, and Geo. W. Lane, paymaster, with whom Mr. Reckard has been so closely associated since he has been with the Los Angeles Railway Company, were also his associates in the eastern railway company.

Interment was made in Fairbury, Illinois.

## Square and Compass

The members of the Los Angeles Railway Square and Compass Club visited South Park Lodge, F. & A. M., No. 563, on Tuesday night, November 30th, where the degree of Master Mason was conferred on Brother Alonzo Smith, of the mechanical department, Division Two.

Members of the Third Degree Team, under the supervision of J. H. Sheridan, did commendable work, and a very large percentage of club members helped to fill the lodge room to capacity.

## Increase Bus Service

Patrons of the Figueroa Street bus line have been given additional service during the morning rush hours.

By the addition of a double-deck bus the frequency of service has been increased to the extent of a six-minute headway.

## PLEASE NOTE

There was an error in Bus Bulletin No. 537, affecting Verdugo Road Bus Line No. 17, which appeared in the November 29th issue of Two Bells. The line reading, "FARES—6c one way, no transfers issued or honored," should read, "FARES—5c one way, no transfers issued or honored."

## Complaints on Decline

The complaints filed in November against the trainmen for various causes were less by 17 than for the month of October.

Unfortunately the minus sign when used opposite commendations is not so good, and last month the report shows that there were less commendations than in October.

## Callers from Other Companies

Leslie Sutherland, vice-president of the Third Avenue Railway System of New York, called on G. B. Anderson, manager of transportation, while in the city last week.

Another railway man, L. L. Dagon, chief engineer of the Utah Light and Traction Company, was in Los Angeles last week and called on Mr. Anderson and P. B. Harris, chief engineer.



Two "little maids from school." Left to right: Ethel May, aged 5, and June Elizabeth, aged 4, daughters of Conductor and Mrs. Foster. Daddy works on the big yellow cars out of Division 5 and mother of course takes care of the kiddies and, naturally, looks after dad also. The little one on the right has been offered a contract with the movies on account of her natural ability as a fun maker, and, incidentally, she is the proud possessor of the largest and most prominent freckles that ever adorned the face of a youngster her age.

## OLD TIME MOTOR USED ON "JIGGERS"

By L. J. Turley, Electrical Engineer

Doubtless many of the oldest employees of the Los Angeles Railway recall the early days of 1891 when the horse car lines, routing over Maple and Central Avenues, were first converted to the electric drive, through consolidation under the direction of the Clarke-Sherman interests. The old Los Angeles Consolidated Electric Railway was thus formed and started out with these two lines, later on including the University line.

Many will also recall the first attempt at electrification in Los Angeles, in 1888, on what was known as the Pico Heights and Maple Avenue Railroad. A crude arrangement of trolley contact was used with a Sprague double reduction bipolar motor, which was mounted high in the middle of the car and driven with a chain and sprocket. A small, open dummy car pulled a trailer for passenger service. On account of lack of funds and poor equipment, and the fact that it was built to promote a real estate venture, the road was of short life, discontinuing operation in 1889.

The 15-H. P. Sprague No. 6 motor, illustrated here, has been preserved and is in excellent condition, and excites considerable interest when compared with our present modern 60-H. P. railway motor. Although it was superseded in the early part of 1894, this motor has the great honor of being one of a flock of twenty motors used as two-motor equipments on single, broad gauge trucks, under cars of the open-side, cross-bench type, known to all of us today as "jiggers." In addition, it is one of the very few pieces of electrical apparatus preserved today which formed a part of the initial electrification for a continuous thirty-five-year record of electric traction in Los Angeles—the various epochs of consolidation finally dissolving into the present Los Angeles Railway Corporation.

The motor shown is a double reduction gear type, obtained by a 17-tooth rawhide pinion on the armature shaft meshing into a 64-tooth cast iron gear on what was termed an intermediate shaft; the opposite end of this shaft, which is placed through clearance in the field coil established on each pole leg, was fitted with a rawhide 16-tooth pinion, termed the intermediate pinion. This pinion meshed into a 52-tooth cast iron gear mounted on the car axle, equipped with 33-inch wheels. The combination gave a car speed of approximately 18 miles per hour, assuming a clear track and a reasonable trolley voltage.

The rawhide pinions were used to lessen the noise made by the all-metal, high speed, double reduction gearing; but, notwithstanding this endeavor, it remained so noisy that this car equipment was christened by the trainmen as "coffee grinder" and "calliope."

As a portion of the vital parts were exposed while in operation over unpaved roadbeds, trouble was experienced with the motors flashing over and grounding during wet weather.

**DIVISION FIVE**

FRED MASON

Well, boys, this is the month you've all been looking for. Like the landlord, it came around, and everybody is busy figuring how much they've got coming.

Conductor F. W. Millerd, who left us some time back to go back east, is back on the job again. Conductor O. S. Nyhart is also back with us. Glad to see you back, boys.

Motorman H. T. 'Smiling' Hart, who has been back to Harris, Saskatchewan, Canada, on account of an accident to his mother, blew in last week, with the good news that his mother is getting along O. K. and says California looks mighty good after the ice and snow. He brought his wife back with him so he won't be able to get into so many pinochle games.

"Tex" Hiller says, "I'm the gentleman who blondes prefer."

Motorman S. B. Smith says a guy is crazy to go all the way to Murietta Hot Springs for a mud bath. Says he got one down on Slauson Avenue when the tide was at its highest, and didn't cost a dime, unless, of course, you want to figure laundry bills, and then it costs plenty.

Talking about lost articles, Harry Dean says that he remembers a case of a lady with a little baby and go-cart on his car taking the go-cart off and leaving the baby on, and Harry had to chase her a block to give her the baby. Next, please.

**SHOPS**

JACK BAILEY

The mechanical department's force was lately enlarged and greatly strengthened by four good men coming to us from Division Two, namely: F. B. Marshall, C. L. Thomas, J. McAndrews, and Frank Goodman. The latter being the big man for the big job, will lead the quartette as mechanical inspectors, practicing their regular division work, but reporting to the mechanical department.

R. Dwyer, foreman H. Smith's able assistant in the winding room, was absent the latter part of this week due to illness.

E. G. Sundeen, truck man, was host at his ranch during the Thanksgiving fete held there. We will mention that he is still there, due to the feeds they had.

A. Gerrard, who left the service some weeks ago, is back with the winding room doing his turn.

Clarence Lock and Paul Marrietta, two dashing sheiks of the machine shop, did hie themselves to Mt. Baldy this week-end. The much-enjoyed trip was made with canteens, but of course it was the sun and cold winds that made their noses red.

Musical efforts and amusements are becoming quite interscholastic around the shops. The boys in the truck shop all donated to the cause for a guitar to be strummed during lunch hours. Other amusements found at the four corners are: Radio returns, horseshoe pitching, checkers and arguments.

**DIVISION THREE**

L. VOLNER

In a visit to the superintendent's office, found Mr. Dye not at home, gone to a meeting to pick the winners of the extra prizes for 1926, so could not get much news for this issue.

Mr. A. E. Fontaine of Mr. Dye's office was suffering from a very bad cold, but says it would take a great deal more than that to make him lay off.

Conductor C. F. Wood wishes to break the news to all the trainmen that his daughter has bought the grocery and sweet shop at 514 Avenue 28 next to the Dayton Avenue Theatre. Her motto is quality and service with courtesy. Your patronage would be highly appreciated.

Conductor A. Rogers has gone to Fresno on a seven-days' vacation.

**BUS DIVISION**

ELMER WOOD

A woman after riding on the upper deck of a Wilshire bus, remarked to Operator F. R. Calvert that she had had a very nice ride, and although the operator was very careful she had a horror of the bus running out from under her while bouncing over the bumps.

Operator J. L. Reidinger is on a 30-day leave of absence, which he will spend resting up and making short trips.

Operator Roy Butler has resigned.

Some time ago Operator W. Kosick, on the Figueroa line, noticed his fare box reading was 99,999, and thinking that was as far as it would go, called in for another box.

**GARAGE NEWS**

Lost, one mustache. Finder may keep it as the owner, H. J. Hinze, claims that he has gained seven pounds in weight since its disappearance over a week ago.

Bug House Fables: "The night shift did it."

Hugh Brown and Melvin Rosenbaum wore their knickers to work the other day. It is rumored that they came from the golf field, but they didn't.

S. Holz is a new man on the afternoon shift.



Here's cuteness personified. Meet Miss Emma Stephens, 5½-year-old daughter of Motorman Tom Stephens of Division Five.

**DIVISION ONE**

H. N. COLE

If Motorman W. D. Everett ever accepts another ride from a stranger it will be long after he has forgotten the experience of last Tuesday morning. He was picked up at Pico and Bronson about 3:30 a. m. by a lady and two men, who promised to bring him to Division One. The men were under the influence of strong drink, and the lady was driving. They drove out East Washington and refused to let him out. When they reached Alameda Street a freight train blocked them and Mr. Everett sneaked out while no one was looking and beat it.

Conductor L. I. Kiser was very much absent for two days after Thanksgiving. His motorman, N. Robinson, says he probably accepted too many invitations to dine.

Motorman John Henschall has acquired the ownership of a Studebaker Six, and he celebrated the first day of the bonus year by staying home to break it in.

Motorman J. W. Teague has taken fifteen days off to make a business trip to Safford, Arizona.

H. C. Fowler is off on account of the death of his father, which occurred last Sunday.

Tom Forrester, who has been on the sick list for the past two months, is back on the job.

Don't forget to shop early and often.

**DIVISION FOUR**

C. J. KNITTLE

Conductor Deuber's "P" car was east bound on First Street last Tuesday morning and the odor around First and Santa Fe was extremely nauseating.

"What is that awful smell?" asked a lady passenger.

"Fertilizer," replied Deuber.

"For land's sake!" she exclaimed.

"Yes, ma'am," said Frank.

As the holiday rush is rapidly nearing its peak, no trainmen are being allowed leaves of absence.

Motorman G. H. Slatford was breaking in a new man on "P" line last Saturday, and they were about to make a relief in the afternoon when "Slat" discovered he had forgotten his cushion. The new man was sent back for it, and of course missed the run, but knew enough to catch the first car going in the proper direction, which happened to be three cars behind the one he wanted. Yes, sir, the lad was clever except when he saw "Slat's" car coming back from the terminal. He rushed off and grabbed it—and the car he was on sped away with the cushion.

**DIVISION FOUR HAD NO ACCIDENTS NOVEMBER 28.**

Conductor George Memmers changed a fifty-dollar bill for a "C" line customer last Tuesday morning. Nope, he did not have anything smaller.

After being almost drowned by torrential rains in the northern part of the state, Conductor H. J. Bland and Motorman O. F. Surman, who went on leave November 23, to hunt ducks, returned last Tuesday.

**DIVISION TWO**

E. A. MOXLEY



Marcella and Odessa, daughters of Conductor E. H. Vaden of Division Two, are here shown in Hallowe'en attire. The frown and serious means are only on account of the sun, for we know they must have had a good time when "the goblins 'll get you if ya don't watch out."

The "LARY" year of 1926 has "rolled" by. The last but not lamented days of November were attended with feverish preparations for the "Pot of Gold" which will be poured out in the form of bonus checks on the 15th. Many interesting events will center around this auspicious occasion, among which, Dame Rumor has it, is the anticipated marriage of Motorman J. P. Millar. "Sergeant" J. P. Millar, as he was called during the big fuss, has written a synopsis of his experiences in the form of a diary which has proven exciting reading for many trainmen at the division.

Conductor E. R. Hackett is back to work and feels much better after his recent illness.

Conductor R. L. Harmon, who recently underwent an operation, has recuperated and is back to work.

Twenty-five credits were given to Motorman B. Rodefer for "valuable assistance during the rain," which means that he moved several cars off the track and carried an elderly lady to the curb during the unusual weather of last week.

Two ladies boarded an "S" car at Central and Merrill going west. The one who boarded first hurriedly turned and said to the other as she reached the top step, "Mach schnell! (Hurry up!) I don't vant I should sit again in a lop ven dese cars make dose coicles."

Conductors B. D. Black and S. Finn have resigned to enter other businesses.

Do you know him? "Too seventy-tree pliz."

Division Two wishes to extend its heartfelt sympathy to Conductor J. C. McKasson in the loss of his mother, who passed away Wednesday, November 29th, at 8:05 p. m. Funeral services were held Saturday, December 4th, in the Chapel of the Inglewood Cemetery.