

SELECTING APPLICANTS WORK OF EXPERTS

Knowledge Of Human Nature and An Understanding Heart Requisites

The employment department of any large organization is the clearing house of the concern. A constant stream of humanity, including every type known to mankind, are among the daily callers. White men and those of the dark races, young men in their "teens," old men—many years beyond our age limit—one-legged men, one-eyed men and other varieties of unfortunate cripples are also among the daily callers. Some are seeking clerical work, some shop work and others of high aspirations are looking for the position of president or general manager. From this congregation of human beings the chief clerk starts the sorting process, those that are seeking employment other than train service work are referred to the proper department heads for interview, and other prospects are sent to the superintendent of employment.

After the usual interview the applicant, if accepted, is passed to the supervisor of applications, who has entire charge of the candidate until he has passed all tests and completed his application. The supervisor also makes out the usual assignment blanks on the regular class days and sees that all students have their proper orders, caps, etc., before being sent to the instruction department.

The employment of men is only a part of the work carried on in this department. The complete investigation of all applicants by the mail questionnaire method is first used and in all cases where the information is incomplete or does not correspond to that which is mentioned on the application blank, the case is passed to the special representative or investigator of the department who handles the case and completes the file.

The personnel clerk has complete charge of all records and compiles daily and monthly reports to divisions and departments, also keeps up the master and division seniority lists. Each division and department is furnished with new seniority lists quarterly.

The files, indexes, etc., are in charge of the assistant to the personnel clerk, who also answers all phone inquiries from divisions and departments, also those which come from outside.

Employment Chief and Staff



Left to right: J. B. Hayner, P. V. Mann, Anna Marie Westcott, Mrs. Ethel G. Gaberman and J. H. Sheridan. Unfortunately E. P. McGurk, chief clerk, is ill in the hospital.

All mail inquiries pertaining to present or former employes, particularly reference blanks, are answered by the superintendent of employment.

The personnel of the department:

J. B. Hayner, superintendent of employment, started with the Company March 4, 1904, as motorman at Division 1; worked as dispatcher and supervisor and was connected with the claim department for over ten years. Appointed superintendent of employment April 12, 1920. Prior to entering the service of this Company, he was connected with the motive power department of the New York Central system for many years.

P. V. Mann is one of the old-timers with the Company, having entered the service August 28, 1901, as a conductor. He was on the platform for five years when he was called into the office as clerk at Division 2. Served four years as assistant foreman, then

foreman and then division superintendent of Division 2 until October, 1923. Since that time he has been in the employment department as supervisor of applications.

J. H. Sheridan, special representative and investigator, entered the service of this company January 1, 1915, as special representative to general superintendent. Transferred to claim department August, 1917, and to employment department January, 1921.

E. P. McGurk, chief clerk, entered the service July 3, 1913, as clerk, and was appointed chief clerk May 19, 1920.

Miss Anna M. Westcott, personnel clerk, entered service as clerk October 15, 1919, and was appointed personnel clerk August 1, 1922.

Mrs. Ethel G. Gaberman, assistant personnel clerk, just passed her fourth year in the service.

A WIRING JOB

The engineering department of the company has at the present time two very large jobs of trolley wire renewal; one on Hoover Street from Santa Barbara to Slauson Avenue and the other on West Fifty-fourth Street from Broadway west to the west side of Denker Avenue.

This is a part of the regular maintenance work, and each year the company replaces about thirty-seven and a half miles of No. 000 trolley wire.

On Hoover Street the wire to be replaced was set in 1921 and that on West Fifty-fourth Street was set in 1920. Six miles of wire will be used.

SUSPEND WORK FOR HOLIDAYS

The Company has closed down on all track work in the downtown district until after the holiday rush is over.

No work will be undertaken that is not absolutely necessary. If at any time there is any portion of the track or crossing in process of repair it may be understood that it is an emergency job.

In Appreciation

Mrs. Joseph Alvin Reckard acknowledges with grateful appreciation your kind expression of sympathy.

GOOD TIME PROMISED AT CHRISTMAS PARTY

Special Entertainment For Both Kiddies and Crown-Ups Planned

The regular Annual Christmas open house for the Los Angeles Railway employes and their families will be held at Forester's Hall at 955 South Olive Street, near Tenth Street, on Saturday, December 18, 1926.

Open house from 10:00 a. m. to 11:00 p. m.

Special souvenirs will be given all kiddies and there will be a real Santa Claus to amuse them.

There will be a special kiddies' show in the afternoon at 2:00 o'clock and a vaudeville show in the evening at 8:00, to be followed by dancing.

Coffee and sandwiches will be served from 10:00 a. m. to 10:30 p. m.

Employes will be admitted, as usual, on their passes or identification cards. The identification cards may be obtained through the heads of departments or through foremen for members of families who wish to attend; these cards to be used only in case the employe can not accompany them.

We cordially invite all the employes and members of their families to attend this Christmas party; we know you will enjoy it.

ENTERTAINMENT COMMITTEE,
By C. V. Means, General Chairman.

Visitor From Across Seas

Mr. T. Sakamoto, an interested visitor from Japan, called on Mr. Turley, electrical engineer, last week.

Mr. Sakamoto represents the Electric Bureau of Government Railways in Tokyo. He desired to visit the automatic sub-stations of the Los Angeles Railway Company, which have a reputation for excellence that is well known in Japan.

EXTRA SERVICE

To take care of the extra travel incident upon Christmas time shopping, fifty extra cars have been put into service during the morning rush, twenty-eight extras for the midday and whatever number is necessary to haul the crowds in the evening rush, this number varying from day to day.

TWO BELLS

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse

Publicity Manager

Whose Foot Does The Shoe Fit?

On the 25th of November one of our trainmen stepped into a certain bank to get his check cashed. Two windows were in operation, but just as his position in one line permitted him to reach a window the teller closed the window in order to attend to other business and the trainman was compelled to step to the rear of the line at the other window. He left the bank expressing in a very forcible manner his opinion of the service rendered him.

On November 17th a Division 3 trainman was waiting for a shave in a two-chair barber shop and was in a hurry, as he wanted to attend the 2 p. m. division meeting.

When one of the barbers finished with the customer ahead of our friend the barber took off his jacket, saying he was going to lunch. The other barber had just started work on a man who wanted both a shave and a hair cut, and the trainman left the shop, stating emphatically that he would never spend another cent in a place where no more consideration than this was shown its customers.

These men both felt that they had not received proper consideration, yet on how many occasions had they treated patrons similarly by passing them up because their cars were on pull-out or pull-in trips.

Regular patrons of our cars become familiar with the routes of pull-out and pull-in cars and find it very convenient to ride such cars. Conductors on line "E" cars which pull out of Division 1 or 4 in the P. M. can testify to this, as they are frequently presented commutation tickets before reaching their regular route by passengers who know the pull-out route and find it to their advantage to board such cars.

One crew on line "W" recently tried to pass up all passengers from Rimpau to Vermont because the car was to pull in at Avenue 28 and Dayton, and on December 3rd an extra crew on line "M" refused to pick up any passengers on 54th Street, for the reason that the car went south on Broadway from 53rd Street, although the regular crew on this run usually handled about 24 passengers who took this particular car because it DID go south and thereby saved them the trouble of transferring.

Don't forget the Golden Rule.

MARGY LAFFS

You would not knock
The jokes we use
Could you but see
Those we refuse.

Waiter: "How will you have your eggs cooked?"

Customer: "Make any difference in the price?"

Waiter: "No."

Customer: "Then cook 'em with a nice slice of ham."

Absent minded chief clerk (as he kisses wife): "Now, dear, I will dictate a couple of letters."

"Hanson has grown a mustache and beard. I met him yesterday."

"How did you recognize him?"

"By my umbrella."

A negro school teacher is credited with the following: "The word 'pants' am an uncommon noun, because pants am singular at the top and plural at the bottom."

Mother (discovering her little daughter washing a kitten with soap and water): "Oh, Margy, I don't think the mother pussy would like her kitten washed like that."

Margy: "But, mother, I really can't lick it!"

The employer called his secretary. "Here, John, look at this letter. I can't make out whether it's from my tailor or my lawyer. They're both named Smith."

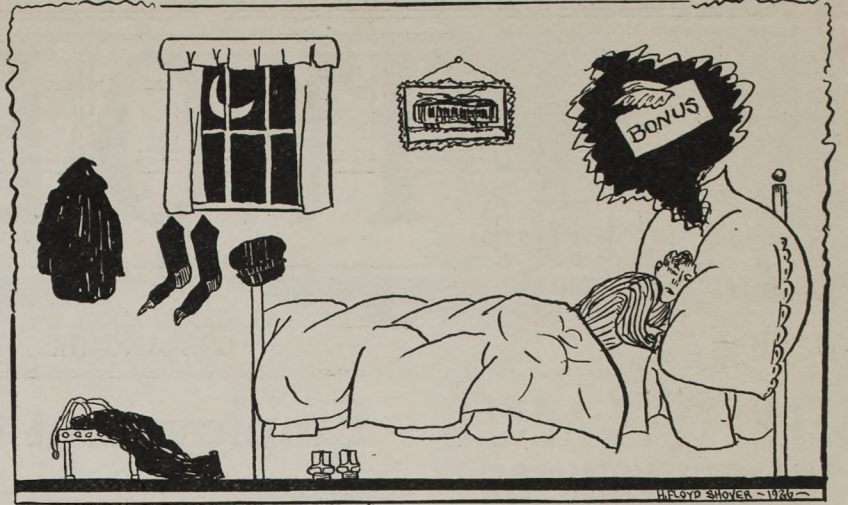
And this is what John read: "I have begun your suit. Ready to be tried on Thursday, Smith."

A Scot applied for a position as patrolman on the London police force. Here is a question they put up to him in Scotland Yard and his answer:

"Suppose, MacFarland, you saw a crowd congregated at a certain point on your beat, how would you disperse it quickly and with the least trouble?"
"I would pass the hat."

Lying won't help you get up.

The Night Before Bonus



BOUQUETS

A few welcome "bonus" helps from people who appreciate courtesy and consideration just a wee bit more than the average street car rider because they are pleased and thoughtful enough to write and tell us of these things.

For Conductor B. M. Deane, of Division 2, from Mary A. Twiss, for cheerfully paying car fare for passenger when she boarded the car and found she had forgotten her money.



For H. Van Doorne, conductor of Division 1, from P. B. Beryhius, for exceeding courtesy in answering questions, and not losing his patience under trying conditions.



For Motorman A. W. Vatcher, of Division 3, from Clarke Dennington, who reported to Dan Healy, a very accommodating and greatly appreciated act of courtesy by Mr. Vatcher when he stopped and waited for Mr. Dennington, who was running for the car to be on time for an appointment.

For Conductor A. P. Keran, of Division 3, from C. R. Nelson, for his efficient and capable handling of the crowd of passengers on his car on an extremely rainy night. Mr. Nelson wrote particularly of Mr. Keran's success in getting the passengers in good humor, even though they were tired, wet and crowded.



Police Department
Board of Police Commissioners
207 Equitable Bldg.
Los Angeles, Calif.
December 3, 1926.

Mr. George B. Anderson,
Manager of Transportation,
Los Angeles Railway.

Dear Mr. Anderson:

Occasionally I feel it my duty to write you. This your records show.

Now, I wish to commend Conductor No. 10 of the "U" or the "D" line. Often I take his car. He is an old fellow, kind of dignified, but he thoroughly knows his work. He has a friendly way about him and he remembers his customers. He makes friends for the Company. Were he not with you and I had a position in line with his abilities, he certainly could work for me, and I would not worry about his work being done efficiently.

Conductor No. 2710, Moneta car No. 1249, is another man who is a credit to the road. He goes out of his way to be courteous to women, children and older men who take his car. He just makes you feel better for having come in contact with him.



"TELL HIM NOW"

"If with pleasure you are viewing
Any work a man is doing,
And you like him, or you love him,
tell him now;

Don't withhold your approbation
Till the parson makes ovation,
And he lies with snowy lilies on
his brow.

For no matter how you shout it,
He won't really care about it,
He won't know how many teardrops
you have shed.

If you think some praise is due him,
Now's the time to slip it to him,
For he cannot read his tombstone
when he's dead.

More than praise and more than
money,

Is the comment kind and sunny,
And the hearty, warm approval of
a friend,

For it gives to life a savor,
And it makes him stronger, braver,
And it gives him heart and spirit to
the end.

If he earns your praise, bestow it,
If you like him, let him know it,
Let the words of real encourage-
ment be said;

Do not wait till life is over,
And he's underneath the clover,
For he cannot read his tombstone
when he's dead."

Cordially yours,
HARRY E. INSLEY,
Commissioner.

Bulletins

Issued December 13, 1926

No. 189—CONDUCTORS ON LINE "E"

On line "E" cars pulling out of Division No. 1 or No. 4, Commutation Tickets **MUST NOT** be accepted when presented at any point before the car reaches its regular route.

No. 190—NOTICE TO TRAINMEN

When operating Center Entrance type of cars at points where car makes a left-hand turn, it is imperative that alighting passengers be allowed not only sufficient time to alight safely but to move to a position of safety, and that they or other persons occupying the safety zone are not hemmed in by auto traffic in such a manner as to cause the overhang of the rear end of the car to strike them when rounding the curve.

No. 191—NOTICE TO MOTORMEN

When making property line stop at 4th and Spring, northbound, car must in every case be stopped before fender passes the point of switch. This to avoid accidents due to stopping with step over the switch box causing passengers to step in same when alighting.

No. 192—NOTICE TO TRAINMEN

In a short time the arbitrary stop sign on North Main Street at Mission Road will be removed and a triangular passenger stop sign and a "Slow" sign will be substituted.

On account of motor vehicles having recognized this as an arbitrary stop for street cars, especial care must be used to avoid accidents.

No. 193—NOTICE TO TRAINMEN

Entirely too many complaints are being received regarding the passing up of passengers by cars on their pull-out and pull-in trips.

It must be distinctly understood that the opportunity must be offered passengers to ride these cars the same as cars in regular service.

No. 194—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 33307, issued to Fireman W. F. Kelley, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

No. 195—NOTICE TO CONDUCTORS

Pass No. 2174, issued to R. W. Styer, carpenter, mechanical department, and reported as lost in Bulletin No. 187, has been recovered.

No. 196—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 575, issued to Nellie Ressler, tabulating clerk, auditing department.

No. 2658, issued to Walter Owens, repairer, mechanical department.

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

No. 197—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 29608, issued to Fireman J. D. Hall, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

No. 198—NOTICE TO CONDUCTORS

Identification cards, color yellow, size 3 1/2 x 5 1/2, numbered from 0-1 to 0-700, inclusive, issued to substitute mail carriers, will be honored by Los Angeles Railway Corporation for transportation from Dec. 20th to Dec. 30th, inclusive, inside the same limits within which regular mail carriers' transportation is honored.

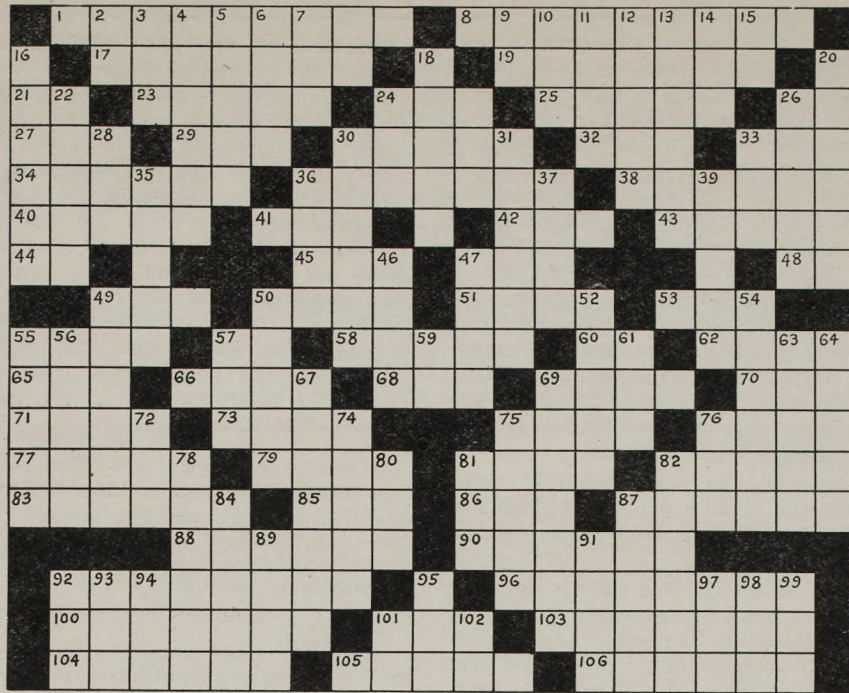
Each card will bear in the lower left hand corner a photograph of the carrier to whom issued.

Please note sample on display in the ticket case at your division and be governed accordingly.

No. 199—NOTICE TO CONDUCTORS

Pass No. 2260, issued in favor of Wm. Smith, Scrubber, mechanical department, and reported lost in Bulletin No. 187, has been recovered.

STREET RAILWAY CHRISTMAS TREE CROSS WORD PUZZLE



Name

Division or Dept.

Date and Hour Received by Dept. Head

- | | | |
|--|--|---|
| <p>HORIZONTAL</p> <ol style="list-style-type: none"> 1. Crowded. 8. 25th. 17. Place where anything is fostered. 19. Misconduct. 21. Breakfast time. 23. Off his base. 24. Task. 25. A kind of run. 26. Former western railroad. 27. Dead tongue (abbr.). 29. Free from charges. 30. Extra compensation. 32. Undermine. 33. By way of. 34. Manager. 36. Time to settle. 38. Reverses. 40. Fragrant resin. 41. Produces electrical flame. 42. Porcine residence. 43. In line for the Presidency. 44. Acadia (abbr.). 45. Yours and mine. 47. French saint. 48. Nieuw Amsterdam's husky child. 49. Vellification. 50. Areola. 51. Margins. 53. Thus. 55. Engage. 57. Electric railway system. 58. Home of sulphate of magnesia. 60. Laughter syllable. 62. Trump. 65. Scandinavian coin. 66. Courage (slang). 68. Consume. 69. 50%. 70. For. 71. Joins. 73. Winners Nov. 2. 75. Quit. 76. Outwit. | <ol style="list-style-type: none"> 77. Railway department. 79. Spanish saint. 81. Eddy. 82. Distributed. 83. Make of shoe (variant spelling). 85. Thoroughfare sign. 86. Natural form of a metal. 87. Smokes. 88. Wandered. 90. Models of excellence. 92. Distinct section. 96. Whopper (slang). 100. Smoothers. 101. Furnish with strength for action. 103. Marked with stripes. 104. Hindrances disrupting service. 105. Conductor's collection. 106. 15th century helmet. | <ol style="list-style-type: none"> 31. Los Angeles Railway is. 33. A promise of fidelity. 35. Fasten again. 36. Malay canoe. 37. Breast. 39. A pole. 46. Trolley controller. 47. Discharged. 49. A snare; a cheat. 50. King of flivvers. 52. A place none of us desire for our final destination. 54. A furnace. 55. Whisky (slang). 56. L. A. street. 57. 100 transfers. 59. Continent. 61. Unit of electric current (common abbr.). 63. Cooks meat in a skillet. 64. Sheep pens. 67. Electric machines. 69. Thoroughfares. 72. Iniquity. 74. Magic digit. 75. Can not be figured. 76. Mental confusion. 78. Sea front, San Francisco World's Fair. 80. Izzard. 81. Native Hawaiian food. 82. Dissipate. 84. Prying (slang). 87. Feminine name, meaning "bright." 89. Haughtiness. 91. Applied science (plu.). 92. Performed. 93. Anger. 94. Book (abbr.). 95. Vehicle. 97. Companion. 98. Increase scantily. 99. Railway track (abbr.). 101. Boy's best friend. 102. Group of eastern states. |
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BUS
No. 542
 Beginning Monday, Jan. 3rd, 1927, buses operating on York Boulevard, Eagle Rock City and Verdugo Road bus lines will be operated out of garage at 16th and San Pedro Streets and runs will be put up for choice the same as all other lines on the Bus Division.

No. 543
 Effective Dec. 1st, skip stops will be placed in operation on Alvarado Street bus line.

No. 544
 Skip stops have been installed on Beverly Boulevard and become effective Sunday, December 12th. Please be governed accordingly.

Ballast! Whaddaya Mean?

Friday of last week a party composed of R. A. Pierson, T. Y. Dickey, E. A. Tower, C. A. Gordon and Ed. Yonkin, started for Terwilliger Valley to visit P. J. Flaherty, former watch inspector for the Company, and incidentally to shoot quail.

Luck was against them, however, and one lone bird was all they had to show for their pains. They didn't even reach their destination, as they carried so much ballast the car wouldn't make the grade.

If you would win a man first convince him you are his friend.

On and around this Christmas Tree are some presents for those who are able to discover them. The contest is open to employes of all departments of the Los Angeles Railway **excepting heads of departments and employes in the publicity department.**

One hundred and twenty-four words are hidden, twenty-five of which relate directly or indirectly to street railway transportation, and the Christmas presents are 40 in number, ranging from \$2 to \$20.

Cash prizes will be awarded to employes handing in correct solution in the order of time in which they are received by department head.

Contest will close December 16 at 11 a. m. sharp.

Department heads will please forward solutions to the Manager of Transportation at the close of the day on the 13th, 14th and 15th, and all remaining solutions at 11:10 a. m. on December 16.

If there are fewer than 40 correct solutions, prizes will be awarded, according to the order of time received by department heads, to those giving the nearest solutions.

Write your name (and badge number if a trainman), and your position or department in blank below the cross-word. Your department head or his assistant will write in the day, hour and minute of receipt.

Prizes are as follows:
 1st to 5th, inclusive.....\$ 20 each
 6th to 10, inclusive..... 10 each
 11th to 20th, inclusive..... 5 each
 21st to 30th, inclusive..... 3 each
 31st to 40th, inclusive..... 2 each

Total prize award.....\$250

Buddies



"Just two of Uncle Sam's nephews gone wrong." L. (Heine) Heinzman, motorman and extra switchman, and Clerk "Ed" C. Tyler, both of Division 5, who saw service together in the Philippine Islands and Siberia during the world war, with the 31st Infantry.

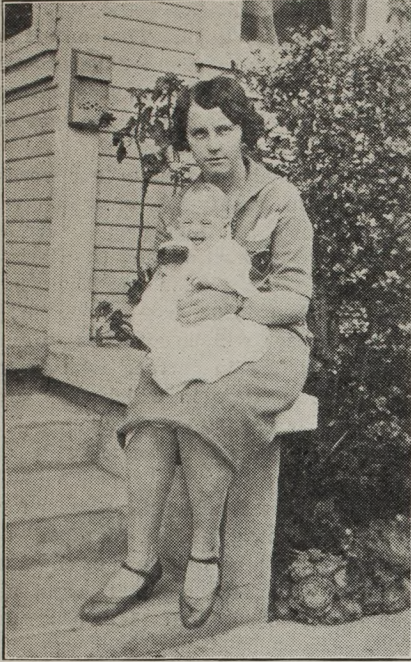
According to "Ed", Heinie's platoon was awakened one morning by a hail of lead from the Bolsheviks, and Heine ran seven versts (or 5 miles) to get Ed's platoon to help chase 'em. For this, Heine received medals and citations from three governments, while Ed lost his breakfast and had to chase the "Reds" all day on an empty stomach.

R. B. Hill

T. Van Branken

DIVISION ONE

H. N. COLE



Little Barbara Jean, 6 months old daughter of Switchman Walter Flower of Division One, and her mother.

Motorman C. N. Robinson, who had a stroke several months ago, passed away last Sunday night. He had been with the Company a good many years, and had many friends who will be grieved to learn of his death.

Motorman W. E. McCurdie, who has been on the sick list for a few months, returned to work on the first of the month.

Conductor J. N. Merritt has taken 30 days off to go to Eastland, Texas, on account of the illness of his mother.

The author of the following is not known, but no matter how big a load he hauls, it is evident he never gets rattled.

"Merrily we roll along, roll along back

and forth,

And we haul all the people in the town
Back and forth, up and down,
Through the main part of town.
Some to shop and pay their bills,
Some to just look around;
But merrily we roll along
Back and forth through the town,
Rain or shine, West Sixth Street line."

Conductor H. I. Frey comes across with a couple of good ones. A lady at 5th and Spring came up to the car as if she wanted to get on, but instead she said to him: "Just wait a little while, the other lady will be here in a few minutes." The other one was. A man boarded his car at 9th and Olive and rode a block, when he suddenly jumped up and exclaimed: "I thought this was an 'N' car," and he jumped off too quickly to be informed and looked up and saw it was really an "N" car, but it was too late.

Motorman J. S. Peach of the "D" line, who has a reputation of being an expert bicycle rider, lived up to it on November 28th. He rode to Pomona in 5 hours and 5 minutes, ate a big dinner and rode back in 5 hours and 30 minutes, a total distance of 77.08 miles.

The boys of Division One extend their sympathy to Motorman E. O. McKinney on account of the death of his ten-year-old son, which occurred last Tuesday.

DIVISION FIVE

FRED MASON

Mr. H. W. Hunt, who used to work out of this division as a conductor, dropped in to see us last Wednesday. Mr. Hunt was forced to resign on account of his health and says that he is getting along as well as can be expected. Wishes to be remembered to all the boys, especially his old motorman, J. E. "Pop" Croff, whom he worked with for almost five years.

The brothers Rainey, Frank and Jesse, got together for the first time since entering the service, and worked a tripper. Frank was acting as motorman and things went along so well that he said he was going to try and get that tripper regularly.

Jim Morton says that the reason that the blondes prefer his conductor, "Tex" Hiller, is because he has no blackheads.

On December 3rd Conductor R. H. Manning got 33 witnesses to an accident, and on the next day had the tough luck to have two more accidents, but got 57 witnesses to each. Can you beat that?

Don't forget next Wednesday, the 15th. Be there.

BUS DIVISION

ELMER WOOD

No, the Bus Division string quartette has not died off. They are practicing twice a week at Operator D. H. Weaver's house, who plays with them now. They will probably burst forth at the Christmas entertainment.

A dark secret: Operator E. T. Fleming wrote to the sponsors of the Catalina Channel swim and wanted to know if he could use water wings. To date no answer has been received.

Operator L. C. Clark is the proud papa of an eight-pound boy, born December 1st, and he reports mother and son doing nicely. Congratulations are extended by the boys of the division to Mr. and Mrs. Clark.

And then the fun began.

Conductor: "Lady, this transfer is two days old."

Conductor V. G. Smith, ye scribe's side kick and star reporter, has been called the "sample conductor" lately on account of diminutive size, but he says, "Diamonds are not sold by the quart." Nuff sed!



J. H. Critchett, motorman at Division 3, is the proud fisherman exhibiting his catch of white sea bass. The fish were landed off Redondo Beach and, according to habitues of that port, the large fish held in Mr. Critchett's right hand is the largest one ever caught at that point. It tipped the scales at 34 pounds.

SHOPS

JACK BAILEY

The U. S. C. vs. Notre Dame game proved to be quite sensational for some of the boys around the Shop. Joe Spearing was so excited upon entering the Coliseum that he tried to get by the gate-keeper by showing his pass. Mr. Bollette, storekeeper, did not have his own hat at the end of the first half. R. "Stump" Shollin came out with a good car cushion. Someone threw it at him for standing on the seats (so he could see over the crowd). You would think the name "Frymute" was nothing but Irish if you could hear Ed yelling for the Dames. "Oh Baby!"

It was easy to pick those who had not favored the Irish. J. Bakehoff of the drafting room was ill Monday.

Louis Venegas of the machine shop was hit by an auto between the street and the sidewalk. No damage to auto.

The boys of the truck shop present their compliments and thanks to A. W. Harlow and accept with pleasure his helpful hand in bringing about the fund for their new guitar.

I won't mention any names, but there are two very prominent young men in the store department who are sporting some new shoes. Don't you think it is bad form for the bankers to cast such a cloud on their place of trust so early in the game? It's like this. Each member of the store department deposits five cents each week in the "cat fund" box. This is purposely for a lone little kitten's education and not for shoes.

C. Quintana, coil maker, and E. Bailey are new men in the winding room. Bailey is not exactly new, but was re-employed after a year of absence.

The boys wish to extend their sincere sympathy to L. Carender on account of the death of his brother. Carender is the machine shop tool room keeper.

DIVISION TWO

E. A. MOXLEY

Nature stepped in and prevented a perfectly good duck hunt on Saturday and Sunday last when a party of Division Two trainmen went to Hodge's Lake, south of San Diego, to pursue the mud hens and ducks. Motorman Tom Brewer and Conductor A. G. Richard made up one group. Superintendent T. Y. Dickey, E. A. Moxley and Switchman Ed. Forsythe, another, and Motorman G. Y. Barlow, his wife, and their dog, the third. The weather, however, proved too strenuous, and so they'll all have to go again. I guess that won't hurt any of their feelings.

Motorman S. T. Millard has returned to Olive View Sanitarium and would appreciate visits from trainmen who are able to make the visit. Olive View is located 6 miles north of San Fernando and directions for reaching it can be had in San Fernando.

Motorman J. F. Smith, who has been recuperating from an illness in Arizona, has returned to work. We are sure glad to see you back, "J. F."

We regret very much to report the passing of Motorman G. F. Morgan, who died December 6th at his home after a long illness.

DIVISION FOUR

C. J. KNITTLE



The property man failed to furnish the snow, but anyhow it is Georgette Bebe Deuber who furnishes the sunshine in the home of Conductor Frank Deuber of Division 4. Georgette is two years and nine months old.

The trainmen of Division Four extend their deepest sympathy to Mrs. J. Christopher on the loss of her beloved husband. Mr. Christopher, who was a safety operator, passed away last Tuesday morning of diabetes.

DIVISION THREE

L. VOLNER

Everyone is getting ready for the bonus; many are having their uniforms cleaned and pressed so as to make a good appearance in the picture of the ten special winners.

Conductor C. E. Dunlop, who recently fell from the top of a car while repairing the trolley rope, is in the Roosevelt Hospital suffering from a broken hip and arm.

Conductor T. C. Risk is in the Methodist Hospital recovering from an operation. Expects to be out in a few days.

The men are all showing the real Christmas spirit, each one on his toes ready to help handle the shoppers, who will be very numerous on the cars for the next two weeks.

Motorman D. M. Hope writes from Ontario, Canada, about the very cold weather they are now having.

The new service station in front of the Company restaurant is owned by Motorman L. M. Covington. He would be glad to serve you all and with your first purchase will give you one quart of oil.

The motorman on a North Main car the other day asked the conductor if he could smell anything like a hot motor. The conductor replied, "If it smells anything like garlic the whole darn car is afire."

You can take a day off but you can't put it back.

When you think you are in trouble, the trouble is usually in you.

Consider the clock—it has a habit of passing the time by keeping its hands busy.