



# Division Five Makes Record

## COMPLIMENTS OR COMPLAINTS GET SMILE

## 19,000 MILES WITHOUT AN ACCIDENT

## OUR ORCHESTRA WINS THE CUP

Mrs. Mary H. Galloupe is the presiding genius of the complaint department of the Los Angeles Railway. She sits at her desk answering telephone calls, talking to patrons who drop in to commend a trainman for courteous treatment, or to complain of discourtesies, dealing fairly and smilingly with everyone. She is always at the other end of the trouble wire of Main 4174.

Mrs. Galloupe has a theory of her own about complaints. She says they run in cycles. There is a long list of fare troubles, then everybody thinks they have been short-changed. The next on the list may be transfers complaints, then perhaps days when nothing but grievances about discourtesies come in.

"There are many humorous incidents," says Mrs. Galloupe. "Then again some of the things that come to my desk are pathetic."

Mrs. Galloupe, fortunately for her, has a saving sense of humor. She relates how, upon one occasion, an irate colored woman came in to enter a complaint. She had gotten onto a car and was seated comfortably, when she noticed a white woman standing up holding a baby. She got up and offered the white woman her seat, but before she could avail herself of the courtesy, another colored woman, who was standing in the aisle, slipped into the vacant seat. "And you know," said the indignant complainant to Mrs. Galloupe, "she was just a great, big, fat woman."

Mrs. Galloupe has in mind, first and foremost always, results for the company's interest and fairness to the trainmen complained of.

"Many people unthinkingly make a complaint," explained Mrs. Galloupe, "that involves the honor and integrity of a trainman." She calls attention, in cases of this kind, to the seriousness of accusing a man of dishonesty,

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Some of the Men Who Won the Record

May six was a banner day for Division Five with a record of no accidents for the entire day. This is the first week-day for months that any Division has gone through an entire day with a no accident record. Line "F" out of Division Five had a record of no accidents this month up to five o'clock, May seven. Although the line "F" runs through the industrial and river section, with its narrow streets and large percentage of foreign riders, it has made an exceptionally good showing for April and thus far in May. For twelve consecutive days during the month of April, no accident reports were turned in by the boys on the "F."

Line "E" has a clear record for four days this month. This line is a long one and goes through some difficult territory, especially on the Eagle Rock end. It has the fastest schedule of any line in the system.

Line "M," running two-car trains and doubling back through the congested up-town district, is not an easy assignment for a motorman. Where the traffic comes out of the Second Street tunnel is an especially bad spot.

Division Superintendent Ferguson says that out of the fourteen days

during April when there were no responsibility accidents out of his division, eleven days were week days. Going back to the month of March, there were three days, 11th, 14th and 20th, when there was only one responsibility accident charged to Division 5.

The cars of Division Five make a week-day average of 19,000 miles. There are 157 full runs, besides trippers and trailers and an average of 400 men operate daily.

Every man on the cars of Division Five carried his "Message to Garcia" on May the sixth. They made the streets of Los Angeles safer for the people using them. Division Superintendent Ferguson says that when the clock pointed to one on Thursday and there had been no accidents reported up to that hour, he telephoned to Mr. Hill, and both men watched anxiously until the hours rounded out a full day of "no accidents."

Mr. Ferguson has notified the main office that Division Five is going to begin right away and put over a full week of no accidents and with the record already established, the main office believes it can be done. That's the spirit, George, go to it.

The Los Angeles Railway Orchestra won the cup. Such is the announcement which appeared in the local daily which has been conducting the recent radio popularity contest. The nearest competitor, the Packard Six Dance Orchestra, was vanquished by the immense plurality of 25,580 votes.

The success of the boys was due primarily to their own efforts and the splendid teamwork which exists because of the good fellowship between them. The loyal co-operation of the entire force of employees of the company was evidenced by the great number of votes piled up for the boys.

The orchestra is composed of the following men: Rex Boardman, leader, who plays the violin and banjo; Harry E. Weaver, violin and banjo; George Harvey, trombone and drums; L. L. Sweet, saxophone; Walter Sweet, piano; and A. H. Eidsen, bass drum. Words of appreciation have been received from many of the citizens of the city and outside vicinity who have listened in when the boys were on the air. The orchestra is in demand for state society picnics and meetings of other organizations.

The Town Crier of the Day Watch says the orchestra has never caused KNX a single disappointment. Announcers for KHJ and KQZ are of the opinion that there is no better orchestra broadcasting today.

### MARY'S PARTY

Mrs. Mike Duffy, known as Mary, entertained the girls of the tabulating room last Saturday afternoon. The girls had a regular old fashioned sewing bee, and Mary served refreshments which were very much enjoyed. Those present were Nellie Cleaver, Lillian Wilson, Nellie Ressler, Norma Weis, June Callahan, Elizabeth Goss, Rose Maloney, and Rosemary Fleetwood.

# ~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

## Building Good Will on the Platform

"This transfer," said a pleasant voice, "is too old. You will have to pay your fare." A woman's voice responded with a confused argument that seemed to have no point; it was merely emphatic. The conductor was of the type who finds it difficult to be severe. His simple demands, repeated occasionally, were ridiculous in comparison to the heat displayed by the passenger.

To everyone's relief the jingle of a coin in the fare box finally ended the argument. No one appeared to sympathize with the woman because the situation was obvious. The conductor had a tone in his voice that was never ragey; it was as impersonal as when he called the streets.

When the insistent passenger finally left the car the conductor remarked apologetically that he "really couldn't take a transfer issued before he went to work."

This was a small incident, the repulse of a petty fraud. Yet, after all, here was displayed all those qualities that turn the wheels of life. A man loyally serving his employer in the best way he knew how.

A firm courtesy remained unruffled in spite of insults. The approval of his conduct was written on the faces of the other passengers. Admiring him, they must have felt friendly to the institution he represented. Here was being created in concrete fashion that "good-will" so valuable to a utility like the Los Angeles Railway.

This good-will is a creation of the employees. It is being made or destroyed on every trip. Some crews work in unison; others are divided and the one pulls down what the other builds. One surly conductor or rough operating motorman can impair, in a few minutes, what has taken perhaps months or years to build.

## In May Time

On Wednesday noon an "L" gondola glided swiftly along the shining steel on South Broadway. A white-haired old man with a package beside him sat in the front end of the car. A low cry announced that something was wrong. A battered fedora rolled merrily toward the nearest gutter. With ready understanding the stout driver "gave her the air" and the owner of the hat dashed out.

With an indulgent smile the motorman turned on his stool to proceed. As he did so he noticed the package. With a glance to see how near his "follower" was, our good "salesman" leaned over the side and bellowed for the passenger to come on—he would wait.

Puffing mightily the old gentleman came back to his package. A lady spoke to the motorman, while several joined in. The car proceeded with the passengers beaming smiles and remarking their various opinions of this "so very nice" employee of the Los Angeles Railway.

### WELL, WELL

She: "How do they get the water in the watermelon?"  
He: "They plant the seeds in the spring."

### THE ACCOMMODATION

"I want to return to the city on a late train," said the stranger at the small-town ticket office.  
"Well," responded the agent, "I'd recommend No. 7; she's usually as late as any of 'em."—American Legion Weekly.

### OLE AND TILLIE

Ole: "Tillie, will you marry me?"  
Tillie: "Yes, Ole."  
A long, deadening silence falls. Finally it is broken.  
Tillie: "Vy don't you say something, Ole?"  
Ole: "I tink I say too much already."—Exchange.

Son: "Dad, what part of speech is 'woman'?"  
Dad: "Woman ain't a part of speech, son; she's all of it!"

GET YOUR TICKETS EARLY FOR THE DIVISION MEETINGS, MAY 24-28.



## Pity the Poor Scribe

Our division scribes complain of lack of news. Surely there should be no lack of news among so many railway families as are represented by the men of each division. Many things are happening every day to the men, to their wives, children and parents that are interesting and helpful to other men and their families.

Tell these things to the division scribe. Take him into your confidence. He won't publish everything you tell him. Oh, no! He is very discreet, but Two Bells is always interested in its readers.

Let us make Two Bells a daily ledger of happenings of human interest

to its many readers and their families. We will laugh with you when you laugh, offer sympathy and help when you weep and rejoice in any good fortune that may come to you.

But we have no way of knowing these happenings unless you tell us about them. So get the habit of dropping in on the scribe and telling him any bit of news that you have. Or come up to the main office at 601.

"Well, darling, what did you see at church today?"

"Oh, muvver, I saw de funniest thing—a man that said his prayers and den he didn't go to bed."

## ~ The Musings of an Old Timer ~

By George E. Ferguson

"Time brings many changes," said the old timer as he took the cigar that had been proffered by his old crony, the supervisor. "I'll bet that this dern 'Flora de Rope' once had a companion in misery and both retailed for five cents. Now they say that one of 'em is a ten center.

"Speaking of changes reminds me that some of these days I am going to sneak up to 11th and Broadway and pay a short visit to my old friend Bob Hill who is now our Superintendent of Operation. Seems kinda funny for me to say Mr. Hill nowadays when I meet him in public, and I know he feels just like I do, knowing that a certain dignity must be maintained, but when we get to ourselves he sheds all that which goes with his office and we have a regular old time chat, and believe me he can pull that 'Do you remember?' stuff as long as the next one.

"Hard work, taking advantage of opportunities, and always following that "Do unto others" maxim, has placed Bob up in the front ranks of practical railway men of this grand old United States, and today he is still as he was during the time that he pulled the bell cord on a Boyle Heights run, ready for a 'fight or a frolic.'

"At the time that Bob was collect-

ing nickels, pulling switches, etc., he was ably assisted by Sherm. Beals, who is now a district chief in the Supervisorial Department. Sherm was a motorman who obeyed orders to the letter, as our story will soon show. One dark and stormy night an inspector told Bob that there was an overhead hanger off on the Bimini bridge and that he should pull his trolley down when crossing the bridge to avoid tearing all the span wires down. Bob went up to Beals and told him what was up and for the 'luva mike' to hit 'er up when they reached the bridge. Well, to make a short story out of a long one, Sherm obeyed his orders when they hit the bridge approach. He sure was rolling some and his alert and vigilant assistant was also on the job. With a mighty yank he pulled the trolley off the wire, and Ye Gods, the dern rope broke and it seemed to those on the car that everything else broke loose at the same time. Did the motorman slug his car and stop at once? No, he did not. If everything was coming down he was going to get from under and Bob says that the son-of-a-gun didn't stop until they rolled around in front of Bimini Bath House, which was the terminal at that time, and if the car could have run any further he certainly would have continued.

# BULLETINS

Issued May 17, 1926

## STREET CAR

### BULLETIN NO. 66

Notice to Conductors

Fireman's Pass Book No. 30411, issued to Fireman Earl C. Lester, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 67

Notice to Conductors

Pass No. 3526, issued to Mrs. Phil B. Harris, wife of P. B. Harris, Chief Engineer, has been stolen. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 68

Notice to Conductors

Pass No. 382, issued to Edna S. Rees, Clerk, Treasury Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

*P. B. Hill*

## BUS

### BULLETIN NO. 438

Bulletin No. 414 issued March 24th is hereby cancelled and beginning at once Operators of westbound Melrose Avenue buses MUST NOT STOP opposite the Fairfax School entrance but instead will stop to let off and pick up passengers at the near side of Ogden Drive, also Orange Grove Avenue, pulling into the curb in every instance where it is possible to do so.

### BULLETIN NO. 439

The Double Deck Fageol and Moreland buses are now being equipped with buzzers or bell signals.

These will be so arranged that when a passenger on the upper deck presses the signal button, it will ring at the Operator's station and also the Conductor's station which will notify both Operator and Conductor that a passenger on the upper deck desires to get off.

When passengers on the lower part of the bus ring the buzzer, it will ring at the Operator's station only.

### BULLETIN NO. 440

Beginning at once, smoking will not be permitted in the Garage or on the grounds of the Los Angeles Railway Bus Division. This does not restrict the smoking in the Bus Division Headquarters.

### BULLETIN NO. 441

Los Angeles Railway Pass No. 2621 issued in favor of Bus Operator R. B. Butler has been lost. If this pass is presented for transportation, lift it and deliver to Division Foreman.

*J. Van Vranken*

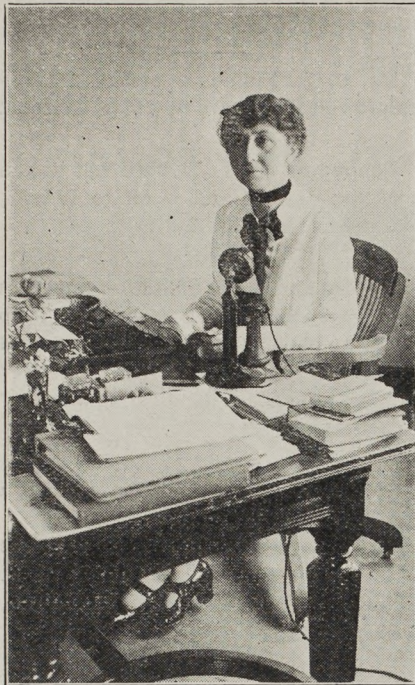
## LEAVE FOR CONVENTION

George Baker Anderson, Manager of Transportation, R. O. Crowe, Auditor, and R. R. Smith, Assistant Superintendent of Operation, are leaving the first of next week for San Francisco to attend the annual meeting of the California Electric Railway Association.

# COMPLIMENTS OR COMPLAINTS BOTH ARE MET WITH A SMILE

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when it might very well be just a mistake. She explains the policy of the company towards the trainmen, and the endeavor of the company to impress upon them the necessity of deal-



Mrs. Mary Galloupe

ing courteously with the riding public. But, also, she reminds them that trainmen are human beings, liable to make mistakes and to be under some mental stress that would cause them to be

less considerate than they should be.

Some few days ago a woman came in to make a complaint of discourtesy on the part of a trainman. Mrs. Galloupe knew this trainman had a good record. She asked the woman if it was not possible that the conductor might have been in a worried condition, perhaps some member of his family sick or something of that kind, as the discourtesy was so slight. The woman said she had not thought of that and begged Mrs. Galloupe to cancel the complaint, that in thinking it over, she herself might have been out of sorts.

Mrs. Galloupe, however quick in sympathy, deals fairly and justly and without favor to anyone when a serious complaint comes to her.

Transfer complaints are very frequent. Many of them are on over-due transfers. In those cases, the liberal time given by the company on transfers is shown, and people are reminded of the responsibility of the men to live strictly up to the rules of the company.

Mrs. Galloupe's earnest endeavor is to establish friendly relations between the company and the public and between the trainmen, who are the representatives of the company, and their passengers. The complaints are handled in a constructive way, with a view always of building up the morale of the men. Those in close touch with Mrs. Galloupe's work, know that she succeeds in her aim.

# Bouquets

For Condr. L. B. Evans of Division 1, from Mrs. Belle S. Black, 455 Lucas Ave., for paying fare.

For Condr. A. V. Saylor of Division 2, from E. M. York of Glendale, for courtesy.

For Condrs. T. M. Willis and W. E. Clinkenbeard of Division 3, from Miss Frances Fithian, 573 Boyle Ave., for kindness and extra courtesies.

For Condr. O. R. Burnett and Motr. R. J. Stark of Division 3, from J. B. Weil, 3390 San Marino Street, for holding the car while he retrieved his hat.

For Condr. C. E. McKean of Division 5, from Mrs. F. C. Cullifer, 1648 West 52nd St., for courtesies extending over a long period.

For Condr. R. E. Johnson and Motr. B. Rodefer of Division 2, from Helen Whitney, 843 East 76th St., for courtesy to a woman with a small baby.

For Condr. L. R. Griffith of Division 3, from C. M. Turton, 433 Central Building, for giving information.

# Appreciation

C. D. Fisher has sent a letter of gratitude to the members of the Association and to Division Five especially for their sympathy and assistance during his late bereavement.

George and Melvin Schultz thank the members of the Association for the sympathy and help extended them through their trouble.

Mrs. Lola McConnell desires to thank the men of Division Three for the flowers and sympathy, also the officers of the Association for their kindness.

Will Sibley, his wife's mother and sister send a card of thanks for the sympathy and flowers received at the time of his wife's death.

The Lane twins desire to thank all at the L. A. Railway Building who assisted them in the Hilton twin contest, even though they did not win.

The members of the Los Angeles Railway Orchestra express their gratitude to all their fellow workers who did so much to help them win the cup in the radio contest.

## WEDDING BELLS

There's a good time coming, folks,  
And it's coming pretty soon,  
There will be some celebration,  
In the merry month of June.

It will be a pretty wedding,  
And you bet there'll be some fuss,  
For it has to do with a young man,  
Who works upon a bus.

Now he is a lucky fellow,  
To win the girl he'll wed.  
Although we have not seen her,  
She's a peach I've heard it said.

So we'll wish them all the happiness,  
Upon life's ocean swells,  
As they walk down the aisle  
To the chimes of wedding bells.

May they both be blessed with all  
good things,  
Through their years of married life,  
And we trust this pair united,  
Will make a loving man and wife.

Now I think I've got you guessing,  
To know the young man's name,  
But he's one of the boys at the bus  
garage,  
And he sure has lots of fame.

He's a pretty nice young fellow,  
Girls think him rather good,  
So I'll tell you all the secret,  
His name is Elmer Wood.

—R. W. W.

## PASSED BEYOND

Mr. E. L. Terry, who has been in the employ of the company since May, 1902, passed away on May 8, 1926. Mr. Terry was for many years a motorman on the work train but had been flagging since 1920. The funeral was held on Tuesday, May 11, at the W. A. Brown undertaking parlors on Flower street.

## PROMOTED

H. E. Farmer, employed at Division Two in January 1924 as a conductor and later as a motorman, was appointed Extra Supervisor on May 13, 1926.

## REPRESENTS US

Mr. R. B. Hill, our genial Superintendent of Operation, has been appointed by the General Manager the company's official representative on the Los Angeles Safety Council.

## SATISFIED

In a great hurry for a fresh uniform, "Jumbo" recently visited the Uniform Department and in exactly eighteen minutes walked out in a brand new outfit, all smiles, with hearty commendation for the efficiency and dispatch of that department.

"What kind of language does a dog use when he wags his tail?"  
"Wig-wag?"  
"No; back talk."

He: "There is an awful rumbling in my stomach—like a cart going over a cobblestone street."  
She: "It's probably that truck you ate for dinner."—Hygeia.

**DIVISION ONE**

D. B. KOHL

Motorman F. T. Atkinson, who holds a run on the "D" line, fell a victim to that Spring feeling to hit for the wide open spaces, so he was granted a leave to go to Alabama to visit his parents. He expects to go on to Pennsylvania to visit other relatives before returning home.

Conductor D. S. Statzel left this week for his old home in St. Louis, Mo., on account of illness of his father. He expects to be gone about thirty days.

Watch this column next week for the announcement of the wedding of a well known motorman of Division One. No, it's not Motorman Hoke either. Just wait and see.

Motorman A. Richardson and Conductor F. H. Sweet, have been granted short leaves of absences to rest up.

C. M. Bream, one time conductor at Division One, and later a skipper on a Mississippi river boat, is back with us again as a motorman.

The past week has been an unusual one at Division. Following are some of the strange things that happened: Johnnie Cardenas was seen working his regular run one day last week.

Conductor John Hunsaker worked a run on Saturday afternoon.

Motorman Tupper was not seen leaning over the counter asking for leave to get off.

**DIVISION TWO**

H. F. NELSON

Ye Scribe is back at the old job again and wishes to thank his many friends for their kindness and thoughtfulness during his recent disability.

Our good friend Switchman G. W. Coulter put one over on us about the fourth of this month. He spied a lovely lady in a nice new De Luxe Sedan Oldsmobile and decided to give up his state of single blessedness and so the "wedding bells rang out."

Here is another "come back," Conductor C. E. Hodges is with us again after several months of driving a milk wagon.

Conductor L. S. Porter has left the services of the company to try another line of endeavor.

The following list of men went on a fishing trip recently to Hermosa Beach: Wm. Harris, L. C. Welch, H. H. Markhage, R. Wilkins, Supervisor E. Bailey and wife, K. E. Sloan, J. E. Alberts, J. E. Summer, M. R. Gregory and a few friends from the outside. They were surprised to find the fishing rods hardly strong enough to support the weight of their catch. However, the outing was a very enjoyable one—especially for Conductor L. C. Welch who had so much fun that he had to lay off for a day or so!!!

**DIVISION THREE**

DAN HANLEY

Division No. 3 took the lead getting witnesses this month, setting the almost unbelievable record of 10 to an accident. The boys of Mr. Dye's division, after a hard and trying struggle, have set a high mark and it will be some time before any other division will equal this splendid record, and just then I heard Mrs. Hanley say, "Get up, the alarm went off fifteen minutes ago, you'll be late for work."

"What's this?" said Conductor Albertson, as he read out loud from a newspaper to some of the boys standing around; "Women are now taking nude baths at Brighton by the Sea." "Where is that place and how soon can I get there?" shouted Motorman Millican, all excited.

Motorman J. W. Stewart just dropped us a few lines from the "Old Country," saying that he is having a splendid time and is feeling a whole lot better.

In their baby Lincoln, accompanied by their police dog "Punk," Motorman Helbling and wife start Saturday for Kansas City to see the old folks.

Conductor Horne is leaving on the 20th for New York City to make reservations for the Tunney-Dempsey fight.

Cashier Sutherland started Sunday on his vacation and I know there will be no more fish left in Redondo. Cashier Rutland is now receiving in Sud's place.

**DIVISION FOUR**

C. J. KNITTLE

The vacation season has started off with a bang. Conductor J. F. Lowe is on the way to Portland. Writing from Frisco, he tells of the big time he is having and the good conduct of his gas buggy.

Somewhere out in the desert Operator C. B. Crome, wife and Chevy are speeding to Salt Lake and Conductor G. Granger, Clerk Driggs and Stenographer Benedict are looking for gold in Kramer.

Then too, Conductor A. B. Rasmusen is away for two weeks getting married and honeymooning.

Foreman B. B. Boyd almost choked to death last Tuesday. He was eating some horse meat and it was half way down his throat when someone yelled "Whoa!"

Conductor Layton's troubles came in a bunch last Saturday afternoon. First, he had an accident. Then he had a car change. And when he reached the end of the line the trolley he had been using had no rope. Ha! Ha! Ha!

It pleases us to report that Conductor T. B. Foote has recovered from the smallpox although his sight has been affected.

**DIVISION FIVE**

FRED MASON

Conductor Vardaman Baker, the checker king of this division, is looking for some worthy opponents. (Calling Vardaman the checker king will start some argument.) He can beat anything around here but his alarm clock and he usually comes loping in just in time to be too late. At checkers though he's a bear and is open to all comers.

Mr. C. D. Fisher is taking a three months' leave and will go to Arizona.

Conductor F. W. Millerd has taken a 90 day lay off and is off to Wayne, Michigan. So's his old can.

Motorman L. L. Schoffner and his conductor, W. T. Vickers, are going up north to do their stuff with rod and line for a couple of weeks. "Trout?" somebody asked Vic. "No, fish balls," he replied.

Seems like everybody is taking a lay-off. Look 'em over:

L. Larson; A. Dimitri, 9 days to Frisco; J. A. Maginnis, 30 days; W. F. Kenney, 30 days; H. A. Hamilton, 10 days.

Frank Adams says he can't see how it is that "Shorty" Hague can keep from chewing on his straw hat.

The boys of this division extend their heartfelt sympathy to Motorman H. L. Kyser whose wife passed away on Monday, May 10, 1926.

**BUS DIVISION**

ELMER WOOD

A. Erskine, who is in Utah, sends his regards to the boys and reports that he is having a wonderful time.

Word has been received from former Conductor J. T. Fulbright, who is farming in Orland, California, that he is having a wonderful time raising pigs.

Cash Receiver C. G. Day has been on a seven day leave. Conductor J. H. Doerr took his place.

On the Alvarado bus line, Operator C. W. Goen, southbound, stopped for a passenger but she wanted to go in the opposite direction. When northbound, Goen noticed the same party waiting on the same corner, so he blew his horn and she came across the street and boarded the bus very contentedly.

The prize this week was captured by Roy Butler. I always thought Roy was a quiet, bashful and homelike boy, until I heard that he was over at Frank's restaurant sweeping out for the girls, and Frank says he wasn't there. Now this looks funny, Butler, and I think you had better prepare a convincing alibi to clear yourself of the noble deed when the boys read this.

**SHOPS**

By JACK BAILEY

Joe Kovacs of the Machine Shop had a new one last week. He and three of his boy friends called on ex-employee, Clifford Hagenbaugh, formerly of the Trimming Department, who is now in the poultry business at Fontana. There is nothing wrong with that picture, but when Joe didn't show up Monday he had to make up a good one, so he told us the fog got so thick he had to pull over to the side of the road and wait until morning.

Jerry Denmark and Paul Anstedt are planning an auto trip to Chicago and return. They will stop at all interesting places along the way. We have been wondering—but Jerry doesn't say—whether he intends to take along his pet fox or not.

George and Bob Perry, brothers, of the Carpenter Shop, have filed resignations. They plan to go east sometime next month.

W. L. Williams, assistant foreman of the Mill, is recuperating, and expects soon to be at work.

S. Hickman, an apprentice, who has been away on account of an injured foot, has reported for duty.

Herman Heuer, electrician, who has been seriously ill for some time, is now able to be on duty.

Aw gee, anybody want to be a scribe?

**General Offices**

Mrs. Katherine Copeland, who has been away since the first of the month, is staying at Tujunga with her son John. John has been ill for some time and his mother has taken him away to try the mountain air. From all reports John is getting better rapidly and his mother is having a much needed rest. Mrs. Copeland will return to the office on June 1

Miss Luella Vihstadt, who presides over the reception room in the Doctors' suite, is leaving on Monday, May 17, for a vacation trip. Miss Vihstadt will drive her car to Portland and back.

E. M. Perkins of the schedule department, who has been very ill since February 24 of this year when he suffered a stroke of paralysis, is improving slowly. We are glad to hear of the improvement but wish that it read rapidly instead of slowly.

W. B. Mott, who has been away on leave of absence, will resume his duties in the schedule department on Monday, May 17.

Miss Isabel Kraemer is a new addition to the force in the Claim department, being stenographer to Mr. Shrader.