

Standing, left to right: Nelle Cleaver, Head Tabulating Clerk; Florence Bennett, Norma Weiss, Joseph Rundle. Seated, left to right: Lillian Wilson, Ruth Bell, Nellie Ressler, Albert Broughton, Elizabeth Goss, Edna Tuttle and Rose Maloney.

## Tabulating Bureau of Auditing Department

This happy looking bunch constitutes the personnel of the Tabulating Bureau of the Auditing Department, in which Beauty, Pep and Punch combine with modern office equipment and methods to produce accident, revenue, passenger and mileage statistics, and distribution of labor and material costs.

In this Bureau key punch operators using electric key punch machines, like the one on the desk in the left foreground, punch each month approximately 5,000,000 perforations in 190,000 vari-colored cards, similar to the one here shown, and in quantities and for purposes as follows:

CARDS	PURPOSE	SOURCE	PERFORATIONS
40,000	Revenue and Passengers	Trip Sheets	1,600,000
40,000	Mileage individual car, bus, and line	Mileage Schedules	600,000
2,000	Accident Statistics	Accident Reports	40,000
8,000	Employees annual incomes	Payrolls	160,000
80,000	Distribution of labor costs	Time Cards	2,100,000
20,000	Distribution of material costs	Requisitions	500,000
190,000			5,000,000

## Working The Dictionary

During a recent discussion with George Baker Anderson, our esteemed manager of transportation, as to the "whys" and "wherefores" of the exchange of divisions, he used so many big words in praising the two division superintendents, George E. Ferguson and Ernest R. Dye, that the scribe gently protested he was working the dictionary overtime. Whereat Mr. Anderson replied that there were scores of words he had not used at all, and thereupon produced the following eulogies. HE WINS!

### George Ferguson The Paradox

Patently pulchritudinous, ponderously proportionable, presumptively pertinacious, but paradoxically prayerfully, pacificatory, and perpetually polite, probably perspicuous, predominantly and proudly prepossessing, professedly pedagogic and propaedeutical, prolixly philological, preponderantly and persuasively pragmatic, philosophically Pythagorean, possibly polyglot, psychologically puissant, presumably pulsatively philanthropic (perhaps a prohibitionist) portentously peppery, prodigiously perceptive, profusely personable, pleasantly poised, progressively protuberant, properly propitiatory, by piecemeal poetic.

### Ernest R. Dye The Paragon

Prodigiously popular, professionally painstaking, peaceably postured (privately pensive), the personification of particularity, promptness, prudence and perennial patience, profitably persevering, profoundly perspicacious, patriotically pinioned; potentially perturbable (though prematurely patriarchal) possessing platonic proclivities, pre-eminently practical, punctilious, precocious, percipient, politic though positive, proficient and therefore prosperous, proudly perky and puzzlingly prophetic.

Both are peripatetic, perambulatory, perigrinators at present. In this they are as alike as all these "P's."

## Rail Arrives

A portion of an order of 1000 tons of rail for track work is now being unloaded at the harbor from the steamship "Eurana." The balance of the shipment will arrive on the steamer "Circimus" about February 16.

This shipment of rail is from the United States Steel Corporation and was shipped through the Panama Canal, arriving on schedule.

Day	Mo.	Div.	Line No.	Cap.	Number	Bus Tickets Sold	Fares Registered	Conductor's Cash	Cash Recd.	Receiver's Cash	Transfers Collected	Free	Comm. Tickets	School Tickets	Special Tickets	X	Transfers over Punched	Transfers Issued																										
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33	33	3	333	3333	3333	333333	333333	333333	333333	333333	333333	333333	333333	333333	333333	333333	333333	333333																										
44	44	4	444	4444	4444	444444	444444	444444	444444	444444	444444	444444	444444	444444	444444	444444	444444	444444																										
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1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45

Five million tiny paper disks punched each month from one hundred and ninety thousand tabulating cards like this one make oodles of confetti.

Daily or monthly, as the case may be, these cards are run through the sorting machines, to be seen at the rear right of the picture, which segregates them into divisions, groups and classes. They are then run through the tabulating machines, not discernable in the picture, in which each card passes in turn by a row of flexible steel brushes, so that momentary electrical circuits are made through the perforations, which actuate the counting mechanisms. The machines are automatically stopped by means of special cards, known as stop cards, inserted between the groups and classes as they come from the sorters. This enables the operator to write down the totals appearing in the counters,

after which the pressing of a button again puts the machine in motion.

The Tabulating Bureau and the use of Hollerithe key punch, sorting and tabulating machines and perforated cards was started in March, 1920.

Miss Nelle Cleaver, who has been head clerk of the bureau since May, 1922, entered the service in July, 1920 as a comptometer operator and by her ability, diligence and loyalty, rose to her present position. Miss Cleaver has a very enviable record in the fact that in almost seven years, outside of vacation periods, she has only been absent from her duties but three days and that just recently on account of the death of a sister.

## Spur Track

The company has been given permission to build a spur track on Glassell Avenue at Avenue 40 and dump waste in a hollow east of Glassell Ave.

## New Work

Reconstruction work has been started by the engineering department on Sixteenth Street, now Venice Boulevard, from Bond St. to Figueroa.



# TWO BELLS

Published by and for the Employees of the Los Angeles Railway

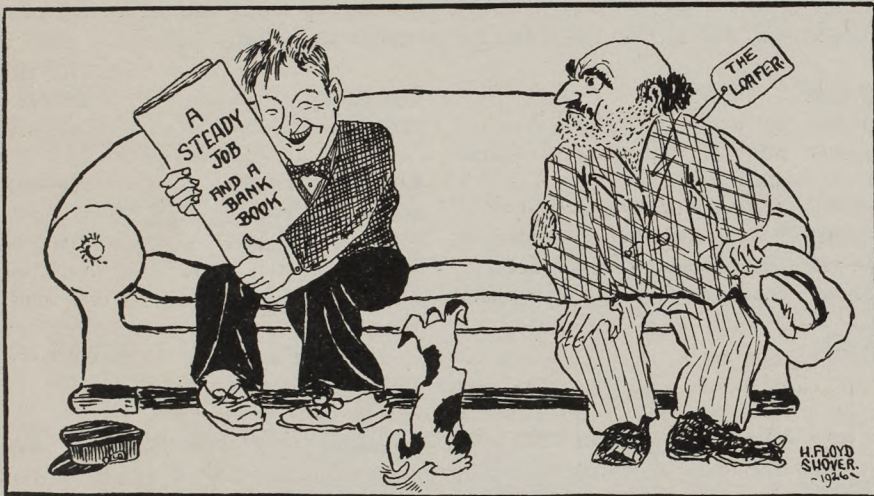
A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

**M**ORE than eleven hundred years ago at Rome, Valentine was stoned to death because of his faith, during the persecution under Claudius II. He was afterward declared a saint, and on the anniversary of his death, February 14th, it has long been the custom to send a complimentary missive to friends or loved ones expressing good wishes or affection.

In modern times the custom of sending missives decidedly uncomplimentary has also arisen, and now around the saint's day along with tokens of affection one sometimes receives caricatures, anonymously sent, that are anything but a pleasant memento of the patron saint of lovers, and calculated to stimulate a grouch if one has a bump of vanity.

However, if there be no "Fair Maid or Merry Gentleman" from whom a pretty valentine may come, and some one with a sense of mischief sends a waspish sentiment—anyhow that's better than being forgotten or ignored, so laugh it off and let it go at that.



**T**HAT Americans are prone to extravagance is a trite remark often heard. The statistics, however, of savings banks and building and loan associations show a tremendous increase in the habit of saving in the last few years. A savings account is a valuable asset, a good recommendation, a good insurance that your family will be provided for and your children given the chance they are entitled to. Start a thrift account, if its only a few nickels and dimes at a time and watch it grow!

## The World's Great Blunder

By Ex-Senator Geo. W. Cartwright

**T**HE tall man reaches far up into the tree and gathers most fruit. The shorter men run around the bottom of the tree, competing with each other for the fruit that hangs lower down.

We envy the tall man and sympathize with the shorter men. Out of this natural sympathy on the one hand and envy on the other has come the world's greatest blunder. All of the false agitation of the centuries since Plato's time has sprung from that combination of sympathy and envy.

Deluded thousands have been made to believe that we could help the short men by shackling and pulling down the tall man. They overlooked the purpose and plan of nature.

The tall man was created to serve the short men. He reaches as high as he can, gathers all the fruit he can reach, eats the small amount that nature permits one man to consume, and hands the surplus on down to the shorter men below by giving them employment and opportunity.

When we shackle the tall man, or pull him down, we cut off the supply of the shorter men below, and leave the higher unpicked fruit to rot upon the tree.

## BOUQUETS



Left to right: A. A. Goldsmith, C. Tucker, H. F. Smith, E. Rittershaus, Jr., F. J. King, G. A. Churchwell, C. W. Stevenson.

Conductor A. A. Goldsmith, of Division Four, is commended by Mrs. H. M. Kay for his pleasant and courteous manner and for assisting passengers on and off the car.

Conductor C. Tucker, of Division One, is commended by Mrs. G. Gillam for kindness and courtesy.

Conductor H. F. Smith, of Division Three, is commended by C. A. Dickson of the Lafayette Junior High School, for exceptional courtesy and for assisting an elderly lady to alight from the car.

Motorman E. Rittershaus, Jr., of Division Three, is commended by James P. McCarthy for holding his car until Mr. McCarthy could make his way through heavy traffic.

Conductor F. J. King and Motorman G. A. Churchwell, of Division Five, are commended by L. H. O'Loughlin. Mr. O'Loughlin praises Mr. King very highly for his patience, courtesy and thoughtfulness, and consideration of elderly people. Mr. Churchwell is particularly commended for the smoothness with which he starts his car. And both Mr. King and Mr. Churchwell are given special mention for their splendid team work.

Conductor C. W. Stevenson, of Division Four, is commended by Herman Jacobsohn for advancing car fare to him. Mr. Jacobsohn writes: "Tell him that it is not the nickel I appreciate but the million dollars of thoughtful consideration that went behind it."



## LARY LAFFS



An advertisement inquires: "You rinse off the lather—then what?"  
Well, with us it's usually: "Where in the hell is a towel?"

Handsome Young Boss (to pretty steno): "Got anything doing for Sunday evening, Miss Brown?"

Steno (hopefully): "No, not a thing!"

H. Y. B.: "Then try to be at the office earlier Monday morning, please!"

An Irishman got out of his carriage at a railway station for refreshments, but the bell rang and the train left before he had finished his repast.

"Hould on!" cried Pat, as he ran like a madman after the car, "hould on, ye murthen ould stame injin—ye've got a passenger on board what's left behind."

Little Marjorie (age four): "Grandma, hell is an awful hot place, isn't it?"

Grandma: "Yes, dear, very, very hot. But what do you want to know about such things for?"

"I just wanted to be sure you wasn't going home soon. I heard daddy say he reckoned you'd stay till it freezes over."

Pat's two buddies, deciding to play a little joke on him during his absence, drew the features of a donkey on the back of his coat, which he had left behind. Pat returned, and presently hove in sight bearing the lime-decorated coat.

"What's the trouble, Pat?" asked one, trying to appear indifferent.

"Nothing much," replied Pat, equally indifferent, "only Oi'd like to know which one of yez wiped yez face on me coat."

Oh am he went  
Oh be he gone, and  
Left poor I alone?  
Oh cruel fate, to be so blind—  
To take he fore, and  
Leave I hind,  
It cannot was!

A newspaper publisher in another state offered a prize for the best answer to the conundrum:

"Why is a newspaper like a woman?"

The prize was won by a woman who sent in this answer:

"Because every man should have one of his own and not run after his neighbor's."

Native: "Be ye tourists?"  
Weary Driver: "No; detourists."

Rastus: "Ah done hear yo' stayed in de haunted house last night. What happened?"

Sambo: "Bout 2 o'clock Ah woke up an 'a ghost come frew de side wall jes as if de wall wasn't dere."

Rastus: "An' what di yo' do?"

Sambo: "Boy, Ah went frew de other side wall de same way."

MacGregor: "Are ye the mon who cut ma hair last time?"

Barber: "I don't think so, sir. I've only been here six months."

Wilson (angrily): "Professor, I'm surprised to hear that your chickens have been over the wall scratching up my garden."

The Professor (with dignity): "My dear sir, that can hardly be regarded as a phenomenon. If your garden had come over the wall and scratched my chickens I could have understood your astonishment."



# Bulletins

Issued February 14, 1927  
STREET CAR

**NO. 22—NOTICE TO TRAINMEN**  
Line "V" cars when south and east-bound will display green letter light on cars terminating at Slauson and Santa Fe, and red letter on cars terminating at Leonis and Downey.

**NO. 23—NOTICE TO CONDUCTORS**  
Fireman's Pass Book No. 25978, issued to Fireman Glen Farris, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

**NO. 24—NOTICE TO CONDUCTORS**  
The following passes are reported lost: No. 1197, issued to J. Gomez, trolley tender, Way and Structures Department. No. 5144, issued to C. M. King, conductor, Division No. Two.

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

**NO. 25—NOTICE TO CONDUCTORS**  
Pass No. 6139, issued to Roy Volk, conductor, Division No. Five, which was reported as lost in Bulletin No. 21, has been recovered.

**NO. 26—NOTICE TO CONDUCTORS**  
The following passes are reported lost: No. 983, issued to L. A. Heine, night watchman, L. A. Railway Bldg.

No. 3361, issued in favor of Mrs. Lois Leggitt, wife, Conductor W. P. Leggitt, of Division No. Three.

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

*P. B. Hill*

## BUS

NO. 6

Operators must not operate buses on street car tracks at any place where it is not necessary to do so.

NO. 7

Bulletin No. 12 is hereby cancelled. Attention is called to Item "F," Bulletin No. 9, which governs stops to pick up and let off passengers.

When stopping to pick up and let off passengers, bus must pull in as close to the curb as possible but not close enough to scrape the tires on the curbing or cause any portion of the bus to interfere with traffic signals, light posts or any other obstruction located on the curbing.

Operators will be carefully watched in the future and discipline administered for failure to carry out instructions.

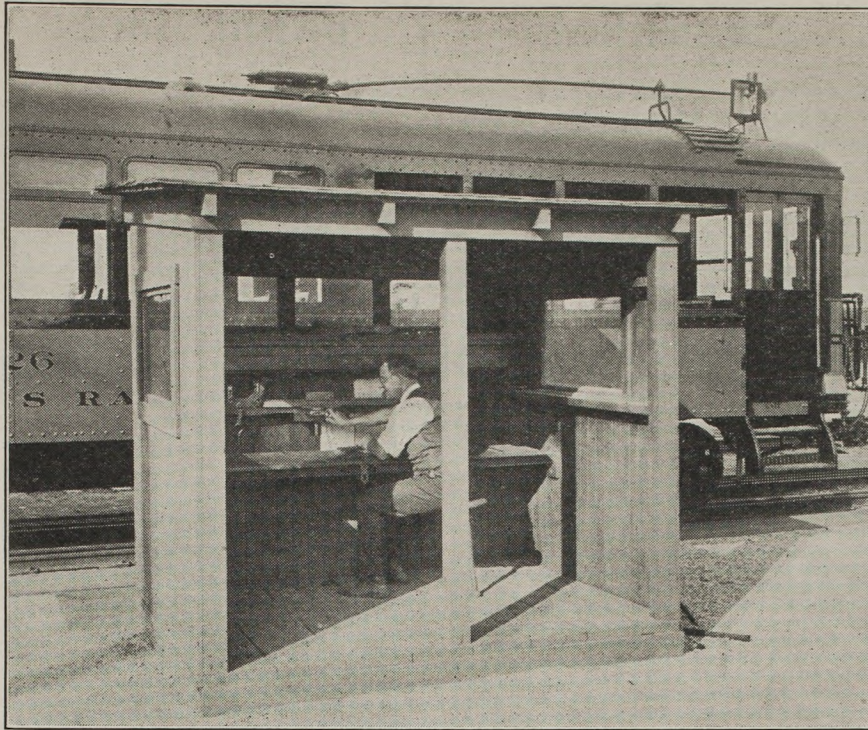
*Stan Frankel*

## Watch For Bargains

An accommodation column will be included in each week's issue of "Two Bells," and will be devoted entirely to articles for sale and for trade. It is solely for the ACCOMMODATION of employees who may have some article of furniture, radio, motorcycle, auto, or such like for sale or exchange, and who are not making a business of selling the article.

Send in your ad, making it as brief as possible, to your department head, or division scribe, and be sure that your name, address and department accompanies same.

Each ad will be given a number. All answers to ads must be addressed to the number, care of office of "Two Bells," 601 Los Angeles Railway Building.



## Weighing 'Em Out

Here we have Mr. J. W. Teegarden officiating at the Fairbanks at the Vernon Yards, weighing Cor No. 1426 after a few changes and a new paint job.

The weighing of street cars is an angle that everybody is not familiar with and is quite an item in itself. A history is kept of every car from the date it is built or bought. In fact a regular efficiency record is kept of each car. Before it is assembled it is weighed in parts, such as motors, body, trucks, etc. Every time it is sent to the shops and any major changes made it is weighed and a record kept.

The main object in weighing cars is for figuring power use. These weights are also taken into consideration when structures are being built, over which street cars have to pass.

The weight of the heaviest car runs around 42,500 pounds, and the lightest, the Birneys, around 13,750 pounds. Of course the weights vary to quite a degree, depending upon equipment and various parts. Just a difference in the make of the seats will make a difference of approximately forty pounds, and it is just such changes as this that make it necessary for cars to be weighed.

## Musical Notes

On Wednesday evening, February 16, at the Elks Temple, an entertainment, arranged by Exalted Ruler R. H. Hill, through the courtesy of the Los Angeles Railway, will be given.

On the program, among several other high class acts, will be the Los Angeles Railway Orchestra and String Quartet; Motorman A. Vejar of Division Four, in his screamingly funny monologue, and Motorman H. M. Campbell, of Division Five, yodeler.

All employees of the Los Angeles Railway who are Elks are cordially invited to attend.

In appreciation of the music rendered by the String Quartette at one of their recent entertainments, The Roosevelt Camp, No. 9, United Spanish War Veterans, recently adopted a resolution of appreciation of the Los Angeles Railway for their spirit of cooperation with the Spanish-American War Veterans.

## Crosses

After visiting Uniform Department recently, on arriving home Conductor Tutor found, to his horror, a well-pressed suit, laundry, etc. Dick Windsor was also pleasantly surprised to find a nice uniform awaiting him when desiring to dress for an installation ceremony. Crossed packages, crossed prayers. No order on Knight.

## Wim Wins

### Witness Record

L. L. Wimberley, Superintendent of Division Four, believes in getting his boys off on the right foot and the month of January finds them in the lead with an average of 7.18 witnesses per accident.

Division Five, their closest competitors, were not very far behind with an average of 6.75, and this month promises to be a hot race between these two divisions.

Here is the line-up for all divisions:

Division	Witnesses per Accident
1	5.23
2	6.42
3	6.08
4	7.18
5	6.75

## Complaints Decrease

The number of complaints registered for the month of January show a decrease of twenty-eight compared with the month of December. This is indeed gratifying, especially so when ten of this total is accounted for in the "Discourtesy" column, and six are under "Fare and Transfer Trouble." Passing up passengers and carrying passengers past stop also show a noticeable decrease.

## Tell Troubles To Dispatcher

The company's private telephone system controls 185 direct phones, each street car line having one or more. These telephones are installed and maintained for the use of trainmen to insure greater efficiency and to eliminate needless operations in the mechanical department.

All of the company's dispatching lines are party lines, some of them having from four to six phones, therefore in taking the phone to speak to the dispatcher, it is of the utmost importance that the speaker be sure he is connected with the dispatcher at the other end of the line, else the report to be given may fall on the ears of an entirely uninterested person, and never reach the dispatcher at all.

All mechanical troubles should be reported directly to the dispatcher. Too frequently a crew will stop at a mechanic's station and either call to him or attract his attention by ringing the gong, and request him to make repairs or adjustments. Often the mechanic is ready to go out on a case of trouble, previously reported to him, and the result is that the trainmen will have to make an additional trip without having the defect repaired.

If the mechanic is in a position to take care of the trouble, it is necessary for him to cross the street to learn what is wanted, and then return for the necessary tools and materials. This causes unnecessary delay and adds to congestion.

If the report is made as it should be the Mechanical Department has had advance information, and the dispatcher already has the report for his record.

Chief Dispatcher Bodley, speaking on this subject, said:

"In reporting trouble over the phone, first of all be sure you are talking to the dispatcher. The rendering of efficient service is dependent upon perfect equipment. When you know of mechanical defects and fail to report them promptly you are dodging your duty to yourself, your company and your passengers.

"When you notice a mechanical defect on a car, report it promptly. Don't wait for your relief man to do it... don't bother your supervisor and expect him to take care of it."

## Inquiries from Far Countries

Chief Engineer Harris is in receipt of a letter from the Manila Electric Company in Manila, Philippine Islands, requesting detailed information relative to his experience with the new General Electric arc welding set which was installed in the South Park shops last August.

Another letter was received from Lima, Peru, asking for similar information.

We are not going to increase the patronage on our cars by passing up passengers and being discourteous.



**SHOPS**

JACK BAILEY

Baseball is furnishing all the amusements at the shops now. We take great pleasure in congratulating the employees for the fine showing and express our appreciation for "going over the top." We more than exceeded the quota allotted for the team's suits so will be able to buy many other accessories. Suits of the best quality have been ordered and will bear the "L. A. Ry." emblem. Just a word to the wise, Captain Elect Joe Palmer should be given a hearty hand for his work and time spent in making possible the birth of this team. Mr. Bon-sall will be our manager. Watch our smoke!

B. H. fables: Harry Deibert just phoned that he would haul the team to the lot every practice game.

R. Catherman, shop material man, is back after being off for some weeks due to illness.

Our deepest sympathy is extended to Mr. N. Duron of the fender shed, upon the death of his mother, who recently passed away, and hope for a complete recovery for his wife, who was badly burned by a gas explosion.

Jones of the Electric Department, knocks two home runs during a practice game. What will he do when he gets down to business?

Wedding bells rang last week for Truckman Roy Baxter, who took unto himself a wife in the person of Miss Mable Ast. The ceremony being performed at the church. Best wishes and cigars for all the boys.

R. Casteel, E. R. D., has been off for some two weeks, suffering illness. We hope for his complete recovery and that he will soon be back with us again.

**WITH APOLOGIES TO YE SCRIBE**

This fuzz on my upper lip is my mustache. I would have no other. It maketh me look like a man. It filleth my bosom with pride, and affordeth my friends and enemies much amusement. Yea, though I taketh the sweet sheba to the dance in a taxi she snickereth with merriment. I fear much evil for it getteth in my soup and discomforteth me at the barber shop, although I rubbeth it with pencil it still looketh like dead grass.

**BUS DIVISION**

ELMER WOOD

The operator who had such a hard time keeping buttons on his shirt last week was none other than B. F. Jacobson, who takes pride in announcing the arrival of a six and three-quarter-pound boy on February 5th. Mother and son are doing fine. The boys of the division extend their congratulations to Mr. and Mrs. Jacobson.

Operator L. W. Walters has returned from a ten-day leave of absence, which he spent in San Francisco visiting relatives.

Did you know that Operator W. S. Swanson has seven given names? Here they are: Adron Darcy Simon Sherman William Dempsey McKinley-Swanson.

Conductors V. S. Lewis and M. W. Burnam have resigned.

Introducing new men who have entered the service in the last two months: R. H. Billings, J. O. Todd, H. Buckland, W. O. Edwards, W. Haynes, P. D. Bleser, C. F. Peters, E. F. Viken, W. E. Amy and R. G. Van Bohm.

**DIVISION ONE**

H. N. COLE

Motorman C. E. Yocum was touring the downtown section in his Buick, and he wasn't blindfolded either, when he drove in front of Motorman Dave Roger's car at Ninth and Spring, tooted his horn and stopped dead. Must have used all his "juice" blowing his horn, anyway he could not get it to function, and finally with the assistance of a traffic officer or two he pushed it over to the curb, and Dave went his way.

Motorman E. R. Rath says saying that "fat people are jolly people" holds good as far as he knows. One of these jolly kind came up to the front of his car and said: "Will you please give me the Ambassador Hotel?" "I am sorry, lady, but it isn't mine to give," replied Rath. The lady laughed heartily and said: "Well, let me off there and I will see the owner about it."

Just as Motorman F. A. Smith reached Fourteenth and Grand, a lady asked to be let off at the hospital, and by the time he stopped his car it was directly in front of the building. "This is regular taxi service," said the lady. "Yes, and it cost you only a nickel instead of a dollar," replied Smith.

Once there was a man who had a good job with the L. A. Ry., and for some cause gave it up to engage in some other line, and after a while he came back and asked for his name to be placed at the bottom of the extra list. His name? His name is legion. The last man to report was Conductor L. S. Cuddy, who left the service about a year ago. Everybody was glad to see him back.

Conductor C. F. Staggers is in the hospital for an operation.

Conductor W. R. Elliott has been on the sick list for nearly two weeks.

Former Cash Receiver C. E. Kelley was around last Tuesday greeting his many friends. He is deputy sheriff and has a good position in the county jail and likes it fine, and he is looking fine, and says he is feeling fine.

**DIVISION THREE**

L. VOLNER

In last week's issue of "Two Bells," we see where Mr. E. R. Dye, our superintendent, is to trade divisions with Mr. George E. Ferguson, of Division Five.

It is with deep regret that we see Mr. Dye leave us, for he was always fair and square in every matter and always trying to get each man to try and improve his work. Many times upon receipt of an invitation to see him "personally" has the writer been in the office to find out where he had omitted something from a trip sheet or mileage card or failed to secure as many witnesses to an accident as the superintendent thought should have been obtained, and many other details pertaining to the work. 'Twas soon found out that the plan was a good one, for a man would remember the instructions after a visit to the office and was not so likely to repeat. The men of Division Five will find a real friend in Mr. Dye and a man who will always meet them more than halfway.

In the exchange we are also getting a square shooter in Mr. Ferguson, for the scribe has known him from his barefoot days and knows that in him we will have a competent superintendent and a true and loyal friend to every trainman.

**DIVISION FOUR**

C. J. KNITTLE

A near scandal occurred at this division early last Saturday morning when pull-out crews noticed a pretty, but bedraggled young woman peering out of the window of the switchman's shanty. What was she doing in there? And there was McLaughlin, the switchman working on his car chart unconcerned. But ah! Along comes six o'clock. Mac's quitting time and slanderous tongues cease. The young lady had disappeared from the window and into the division office hikes the switchman with the female under his arm. "Say," he bellowed, setting the bust on the counter, "a party waxed merry last night and left her on one of the cars."

Motorman Douglas reports the queerest accident of the week. An auto knocked a piece of his step off at Pico and Westmoreland and he found it eight blocks down the line.

Did you see Motorman Frank Homel's new Essex? Umm!

Scribe: "Say, Deuber, give me your opinion of my 'Two Bells' work."

Deuber: "It isn't worth two cents."

Scribe: "I know, but give it to me anyhow."

Conductor E. F. Hedtke returned from a two weeks' illness last Monday.

Conductor E. M. Park is taking a fourteen-day vacation.

A Chinese laundry has opened up at Twenty-fourth and Hoover, operated by a Mr. Hanley Wong. This reminds us that a Division Three clerk served a hitch in the Philippines some thirty years ago.

Conductor M. H. Grant is taking a seven-day rest.

"Can I get off today?"

"No."

"Then put me on the sick list."

**DIVISION TWO**

E. A. MOXLEY

Conductor M. C. Coster has been granted a ninety-day leave of absence.

Conductor J. Hollingsworth's leave has been extended another ninety days account of his wife's illness.

Conductor D. L. Everts and family are laid up with the "flu."

It is reported that Conductor J. C. Kitchell is going to hold his "U" run ninety days, opinions to the contrary.

Seventeen little bunnies went into the bag of A. L. Bristol, who went hunting last Sunday.

Ninety days have been granted Conductor E. A. Sommerville to visit relatives in Santa Cruz.

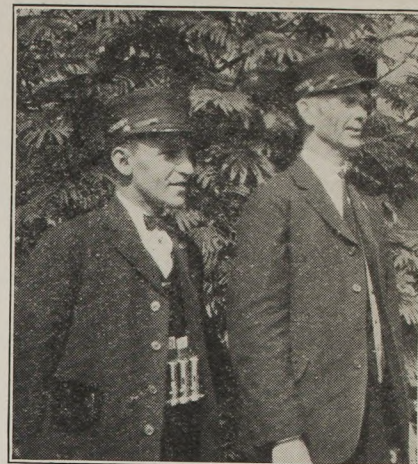
Conductor J. E. Baker has resigned to go back to Colorado.

Conductor P. G. Boyer has been appointed permanent "service flagman."

Conductor E. C. Dick has resigned to enter the taxi business.

As you will observe, gentlemen, our information this week is confined to the fare-box devotees. Let's call it "Conductors' Week." Perhaps next week we can spring some news about the guys whose job is to shove the harmless (?) automobilists from the track.

Politeness will keep you out of more difficulties and bring you more smiles than anything else.



The boys, whose features are shown above, are, right to left: H. M. Campbell, Motorman No. 1055, and John O. Tetreault, Conductor No. 2828, both working out of Division Five. These are two of the six singers who appeared at the November meetings,

**DIVISION FIVE**

E. C. TYLER

Two Division Five line instructors, only recently appointed, are already on the road to promotion. Conductor George H. Drinkwater is breaking in as stenographer and Conductor Tommy Leech as an extra clerk.

Conductor E. C. Lander and Motorman H. A. Hamilton are leaving on a ninety-day vacation to visit relatives in Kansas and Texas.

Conductor R. J. Davis, who entered the service in 1919, read how "John D." made all his money and has opened an oil station under the name of the Highland Service Station at Highland and Fairview Boulevards, Inglewood. His motto is "Snappe Service" and he hopes that all his friends will drop in and try it out.

Conductor Henry Thagard is taking a two-weeks lay-off in order to rest up.

Motorman W. J. Cox is soon to take a leave of absence to join the "Back to the Soil" movement. Cox has a ranch near Turlock, California, which, according to his statement, is one of the best in California.

We are also informed that Motorman G. B. Gearhart has recently purchased a chicken ranch and is now anxiously watching the market reports for rises and drops in egg and poultry prices.

Still more talent was uncovered at a recent gathering of the musical boys of Division Five, when Motorman N. L. Pahl stepped up and did his stuff as an up-to-date yodeler. The Hawaiian String Quartet was down this week and practiced with the boys.

**Introducing New Men**

The following men were sent to their various divisions during the week ending Wednesday, February 9:

To Division One: Motorman C. J. Fraychineaud, Conductor L. S. Cuddy; to Division Two: Motorman R. E. Peterson, Conductors A. W. Gilbert, F. W. Bray, L. O. Eide, C. D. Mills; to Division Three: Conductor C. M. Petrus; to Division Four, Motorman C. A. Evans, Safety Operator W. B. Lipford; to Division Five: Motormen F. Krauss, D. M. M. Underdown, S. F. Nelsen, C. C. Burt, Conductors C. R. Banks, B. W. Koerner, H. V. Skoog, M. V. Chapman and D. H. Lewis.