

We Step to Head of Class For Witness Record

We are all puffed up; inflated; swollen with pride; patting ourselves on the back; admitting that we are good. No argument about it. We step to the head of the class. Here's the reason.

The company keeps a record of the average for each month of the number of witnesses per accident obtained by each division. Our highest average for the year 1926 was 7.1, made by Division Four.

That's only the beginning of the story.

Early in 1927, wishing to know just how good we are, we sent out a letter to various railway companies in the United States, requesting their average number of witnesses per accident, and out of a large number of letters sent we received twenty-two replies. Some of these are from the largest street railway companies in this country and the following tabulation gives the figures showing where they stand in the important matter of securing witnesses to accidents, and where we stand, which is where the inflated chest feeling arises, and where we step to the head of the class:

Company—	No. of Witnesses per Accident
Alabama Power Co.....	No record
Arkansas Power and Light Co.....	5.0
Key System Transit Co.....	No record
Connecticut Co.	4.0
Capital Traction Co.....	No record
Georgia Railway and Power Co.....	No record
Chicago Surface Lines.....	5.66
Chicago Rapid Transit Co.....	No record
Des Moines City Railway Co.....	4.1
Boston Elevated Railway.....	3.3
Kansas City Railway Co.....	No record
United Railways of St. Louis.....	No record
Omaha & Council Bluffs Railway Co.....	No record
Brooklyn City Railroad Co.....	No record
New York Railways Corporation.....	No record
Cincinnati Street Railway Co.....	4 +
Cleveland Railway Co.....	No record
Portland Electric Power Co.....	No record
Philadelphia Rapid Transit Co.....	No record
Pittsburgh Railways Co.....	No record
Southern Pennsylvania Traction Co.....	No record

In many cases the railway companies requested figures from us and wanted information regarding our system of securing witnesses. Among these are the Brooklyn City Railroad Company, the Philadelphia Rapid Transit Company, the Connecticut Company. The Philadelphia Rapid Transit Company compliments us on our record of 7.1 witnesses per accident as follows:

"The average of 7.1 made by Division Four seems to us an excellent one when compared with our own results."

The Connecticut Company of New Haven says:

"It would interest us to know what system you have your men employ to obtain witnesses."

The Brooklyn City Railroad Company says:

"At your convenience will you be good enough to send us a copy of your accident classification?"

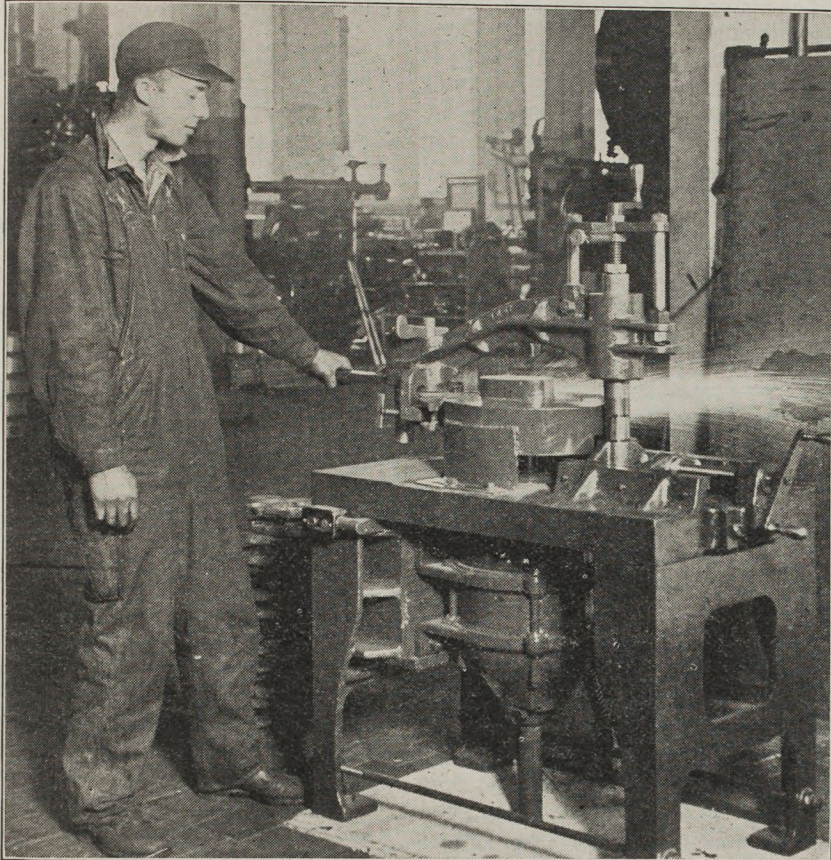
We thank you, we thank you, one and all, as we step to the head of the class.

A couple of Hurrahs and several handsome Yodels for our own Division Four!

Demerits Increase

The number of demerits for various rule infractions for the month of January show a decided increase over the month of December.

Running ahead of time, errors on cards and trip sheets, giving bells too soon, car improperly equipped (T. R. No. dash sign or lights), not stationed at farebox, reading newspaper, road space and visiting with motorman are the classifications which show the largest increase and it is to be hoped that all trainmen will make an earnest effort to overcome these violations and bring the number of demerits down to a minimum.



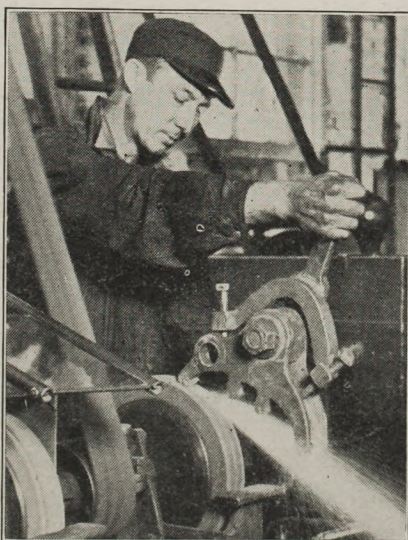
THE NEW WAY

Grinding Shoe Heads

Here we have the new and old ways of grinding brake shoe heads.

The new way is a great improvement, insofar as it is safer, faster and more efficient. Its simple adjustment is the chief feature. Just a turn of a handle in the required direction and the point strikes the emery wheel and is ground down to the proper surface in a matter of seconds.

In the old way of doing this work, after one point had been ground down, nuts would have to be loosened, the shoe head replaced to another point and then tightened up again for grinding. This machine was not capable of grinding down more than fifty of these shoe heads a day, whereas the up-to-date model takes care of one every three minutes, or 180 per day. Some improvement is right, but nobody can appreciate this to the extent that Mr. L. J. Hathaway, machine shop foreman, does. Getting out these brake shoe heads was his worst worry until this new machine was installed, and now he just stands by and whistles for more. The gentleman operating the grinding machines is Mr. Pete Ratzlaff, who makes the sparks fly like they do on the Fourth of July.



THE OLD WAY

Bus Re-Routing

Country Club branch of the Wilshire Bus Line will be re-routed, effective February 22nd, so as to reverse the operation on the loop. Busses will run south on Detroit Street and north on La Brea Avenue.

Effective Saturday, February 19th, skip-stops will be effective on the Wilshire Bus Line on Eighth Street between Figueroa Street and Lake Street, the yellow skip-stop signs having been installed.

TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

BOUQUETS



Left to right: H. S. Rayburn S. S. Wollam, G. Dahlberg, C. O. Boyd, F. C. Ham, M. C. Latham and H. D. Webster.

Washington's Greatness

Before the siege of Yorktown Washington had been through betrayal, insubordination and desertion of his men, unspeakable hardships and bitter and humiliating disappointments and defeat. Enough in all truth to sap the courage of a leader of a tattered army. In no way, it seems, was he prepared to meet the brilliantly trained and splendidly equipped armies of the British, including their ruthless Hessian soldiers.

But at just the right hour he drew up his six thousand men, heartened and strengthened by his terrific courage, at Yorktown, and Cornwallis surrendered. The Revolution of the Colonists was ended. The Republic of the United States of America had been born.

Historians attribute the almost superhuman success of Washington to his great qualities as a personal leader, the absence of a mean ambition, a desire to serve well his fellow-men and his country, the faithfulness that could not be driven from its task through jealousy or resentment—these are the qualities that gave him his solitary place among the world's heroes.

I am not bound to win, but I am bound to be true. I am not bound to succeed, but I am bound to live up to what light I have.
ABRAHAM LINCOLN.

Motorman H. S. Rayburn of Division Four is commended by J. R. Tate for his quick thought and action in stopping his car when suddenly confronted by a dangerous situation.

Conductor S. S. Wollam and Motorman G. Dahlberg of Division Three are commended by J. S. Johnson as follows: Mr. Wollam, for calling streets, cheerfully giving information and assisting an elderly woman and children when boarding the car. Mr. Dahlberg, for efficient operation, and for starting and stopping his car in a very smooth manner.

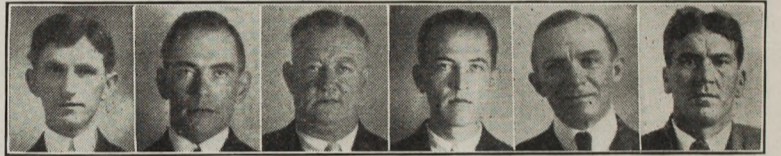
Conductor C. O. Boyd of Division Two is commended by Ida L. Gillmore for calling the streets and for his

courteous manner in answering all questions.

Conductor F. C. Ham of Division Two is especially commended by Mrs. Edyth R. Lee for calmness, patience and courtesy.

Conductor M. C. Latham of Division Three is commended by T. V. Stokes for ability and knowledge of his business. Mr. Stokes writes: "It is a pleasure to travel with him."

Conductor H. D. Webster of Division Five is commended by Miss A. G. Pelant, who wishes to express her appreciation of his courtesy in paying her fare when she chanced to board his car without any money.



Left to right: J. A. Morris, C. W. Stevenson, W. A. Stebbins, F. J. Donnelly, F. C. Buhles and A. Brumet.

Conductor J. A. Morris of Division Three is commended by L. Leota Bauchle for kindness shown an elderly lady who stood in the front of his car. He went forward and escorted her to the rear and gave her his stool for the rest of her trip.

Conductor C. W. Stevenson of Division Four is commended by Mrs. L. A. B. Thomas for thoughtfulness and kindness in assisting her to her feet when she had tripped and fallen over a wire protecting the parkway.

Motorman W. A. Stebbins of Division Three is commended by Mary A. Blackburn of the Pacific Electric Company for thoughtfulness and consideration of a passenger transferring from the Western Avenue Bus, in stopping his car the second time when he saw her running toward it. Miss Blackburn says: "This is only one instance of this kind, but he is always ready to serve the public whenever occasion demands. We of the 'E' line wish to thank him."

Conductor F. J. Donnelly of Division Two is commended by Mrs. R. Carl-eriette, who expresses her appreciation of his courtesy in loaning her a dollar when she had forgotten her purse and needed money not only for car fare, but also to have a prescription filled.

Conductor F. C. Buhles and Motorman A. Brumet of Division Two receive the following commendation from Mrs. A. Kincaid of Chicago: "This is a letter of appreciation to Motorman 433 and his Conductor of the 'V' line for the kindness and courtesy they have shown me while I have been in your city. I have been traveling through the different cities of the West and have needed to be directed many times, and have found Motorman 433 and his Conductor to be the kindest and most willing I have ever met. I am taking this method of thanking them, as it has meant so much to me."

Musings of the Old Timer

By George E. Ferguson

"What has become of the trainmen who were true and tried devotees of that manly art called 'fishing for fish?' asked the Old Timer as he looked 'em over at a recent gathering of the "stove pipe" brigade. "I can remember when fishing parties were very much in vogue; in fact one experience will ever remain in my memory. It occurred several years ago.

"To a true disciple of Isaac Walton, miles are nothing, and T. Y. Dickey, Motorman F. J. Miller and Dan Sellers, also former Conductor Hickey, aided and abetted by some others whose names I do not recall, took me to Rocky Point, down below Redondo. They said it was only about one mile, but somebody lied. It was five miles going and twenty coming back, and my return was not hampered by anything that I caught.

"Never again for 'yours truly,' and if you are not on the inside, don't believe any of those slickers in regard to distance. There are good stories of the mishaps of the amateurs who tried to beat the regulars, but the regulars always win.

"There's the tale of L. A. Recappe and Harley Confer adrift in an open boat, having lost their oars, and Lou swears that the waves were higher than the Los Angeles Railway Building on Broadway, but they were saved and live to tell the tale.

"Then again, our old friend Forsythe

of Division Two. Ed, for some reason or other, got seasick while en route to the fishing grounds and he crawled away all by himself, to die—at least that's what he wanted to do—pass out and have it over. He never could figure why it was that he had to suffer, and by getting away from the crowd he could pass out quietly and not bother anyone. Several hours elapsed and our hero was still gripped in the throes of the awful sickness of the sea. When she went up he hoped he wouldn't come down, and when she went down, he desired the bottom of the sea or nothing.

"A few well-wishing friends searched him out, and just for sport, placed a pole and its full equipment in one of his hands. A strike soon resulted and at the first jerk a slight response was noted; when a second and third pull was transmitted to Edward a complete change took place. He sloughed off the convulsions of sickness and took his place in the line of battle. Pitching waves passed by unnoticed. Let 'em buck—the soul of the fishing fan was rampant, and was so absorbed in his catch that he even tried to deny that he was ever sick in his whole life.

"Thus it ever was and thus it ever will be—whether they catch 'em or whether they buy 'em, they never lie even though the big ones always get away."



LARY LAFFS



"What do you believe is the reason for your long life, Uncle Aaron?" the reporter asked the colored centenarian.

"Becoz I was bawn a long time back, ah guess," said Aaron reflectively.

Gordon: "Jim'sh goina Europe."

Jin: "Shasho! Wha'sa dope?"

"He'sh shalin' ona shixsha Deschember."

"Sha damfine boat. Wen' over on 'er las' shummer!"

"Mac, would you like a little of something Scotch—the real thing?"

"Well, now—I never—"

"Of course you would. Mary, bring out that pot of Dundee marmalade."

An officer was showing an old lady over the battleship.

"This," said he, pointing to an inscribed plate upon the deck, "is where our gallant captain fell."

"No wonder," replied the old lady. "I nearly slipped on it myself."

Bulletins

Issued February 21, 1927

STREET CAR

No. 27—NOTICE TO CONDUCTORS

Pass No. 6373, issued in favor of A. M. Klein, Bus Operator, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

No. 28—NOTICE TO TRAINMEN

Toilet facilities have been secured on the premises of Mr. J. Balian, 907 South Market Street, Inglewood.

Trainmen will discontinue the use of toilet in the Hub City Auto Service place of business at 425 Market Street, Inglewood.

No. 29—NOTICE TO TRAINMEN

Effective March 1, 1927, trainmen will discontinue the use of toilet in restaurant at 1642 West Temple Street, and will make use of toilet in the rear of pool hall at 1723 West Temple Street.

This change on account of more convenient location and open longer hours. Make no use whatever of the toilet in the restaurant after that date.

No. 30—NOTICE TO CONDUCTORS

Pass No. 6413, issued to M. C. Simms, Bus Operator, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

No. 31—NOTICE TO CONDUCTORS

Pass No. 1804, issued in favor of G. N. Gray, Serviceman, Garage, which was reported lost in Bulletin No. 13, has been recovered.

No. 32—NOTICE TO CONDUCTORS

Pass No. 1389, issued to L. B. Moore, Substation Operator, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill

BUS NO. 8

Los Angeles Railway Annual Pass No. 6373, good during the year 1927, issued in favor of A. M. Klein, Bus Operator, has been stolen. If this pass is presented for transportation by anyone, take it up, collect fare and turn it over to the Division Foreman, ascertaining the name and address if possible of the person who presented it.

NO. 14

Los Angeles Railway Pass No. 6413, issued to Bus Operator M. C. Simms, has been lost. If presented for transportation, lift and turn in to Division Foreman.

Stan Frankel

Mr. Perkins Passes

Mr. E. M. "Si" Perkins, who was stricken with paralysis on February 25th, 1926, passed away Friday, February 11th.

Mr. Perkins entered the service as a conductor in May, 1905, was promoted to dispatcher in July, 1913, and then to the Schedule Department in September, 1920. He was a faithful, conscientious and loyal employe and his many friends extend their heartfelt sympathy to his wife and son who survive him.

Funeral services were held last Monday, February 14th, by the Elks' Lodge at the Undertaking Parlors and the Masonic Lodge at the Crematory.

All members of the Schedule Department, with whom he was associated at the time of his death, join in saying that while his place may be filled in the office, it can never be filled in our hearts.

Youthful Poet

The following piece of poetry, written by Conductor James Bassett's twelve-year-old nephew, Master Gus Scheemer, to Mr. Bassett's little girl, is indeed worthy of publication:

"Be a friend of mine
A friend so true;
Always think of me,
For I think of you.
Each day I dream
Of your sweet smile;
It seems to haunt me all
the while,
A friend be true,
Think of me and I'll think
of you."

The Paradox Replies

Hot dawg! Why the big feller up in 706 picked on us two who are seeking to get nearer to our daily grind, I can't imagine, and believe me, I am really afraid to investigate the meaning of this torrential flow of letters, said "he who is accused of being 'perhaps a prohi'," and many other things. I'll admit that I try to be "purposely progressive," and at the same time am possibly "very protuberant." I am not "positively peppery" or "personally pouty," but in this case I am "pensively perplexed" in trying to figure out whether or not "G. B. A." is trying to compliment or just give us the "razz-berry."

At any rate, I know this gentleman well enough to "peacefully proclaim" to the whole universe that these periodical outbursts, even though pacific in nature, can be made "pre-eminently more powerful," and that's the reason that he who is "prodigiously perceptive" is going to use extreme precaution in order to keep his present condition from becoming precarious.



TED STOLL

This young husky saw his grandpa's picture in "Two Bells" a few weeks ago and made the remark "If he can make it, so can I," so here he is. His grandpa is none other than Bill Stoll, switchman at Division 5. The youngster's name is Ted and for a two-year-old, he sure knows his tricycle. His dad, by the way, Fred Stoll, used to work in the Mechanical Department of Division Five.

Good Service Despite Storm

"During the 17 years I have been on the board," said Chief Dispatcher Bodley, "there has never been fewer interruptions and better service during a storm than we had during the recent wetness.

"Our main troubles this time," continued Mr. Bodley, "were caused by sand blocking the electric switches. The interruptions of service on the "R," "W" and "F" lines were caused by agencies over which we had no control.

"The untiring efforts put forth by the operating, engineering and mechanical departments resulted in keeping the service almost normal in spite of tremendous handicaps. Those departments were on the job and did not let conditions gets the jump on them; in fact, they were just a step ahead.

"There were fewer cases of derailments and delays caused by bad order motors than during any storm since I have been with the company.

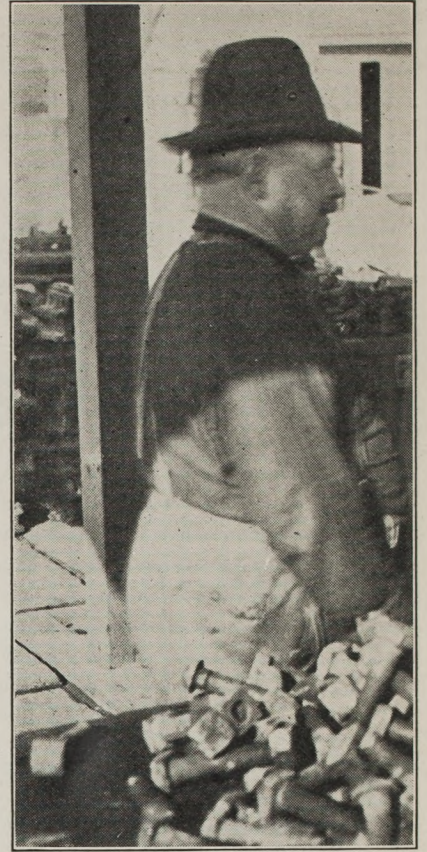
"We were a busy bunch of dispatchers, all the same," Mr. Bodley said. "The fact is that the trouble sheets show 100 accidents for the 15th, the day of the most rain. But a very small percentage of these accidents were in any way chargeable to the company.

"When you consider the amount of water which fell—6.4 in 100 hours, according to the papers—the record of our accomplishment in keeping the service going so well was truly remarkable.

"We have not had a storm in any way compared with this since 1913, the year of the 'big flood.' Our most serious interruptions to service were caused by the Fourth Street bridge going out (and by the way, this will probably be out for a week or ten days), the flood water at Sixth and Catalina and a landslide at Avenue 49 and Marmion Way. At that point we put a grasshopper on and single tracked. At Yosemite Drive and Eagle Rock Boulevard the water reached a depth of five feet at a culvert and overflowed the tracks, carrying sand into the groove of the rail and derauling car.

"We experienced considerable trouble on Granve Avenue between Venice Boulevard and Jefferson Street, due to the fact that automobile drivers who had flooded their machines with water drove on the tracks, which were comparatively dry, until their machines dried out. When we got next to what was happening, we put a couple of machines there to chase them off and were then able to get the car through all right.

"However, we are all feeling pretty good over the situation and all departments are to be congratulated for their splendid co-operation."



JAMES JOSEPH LAVIN

This is James Joseph Lavin, who takes care of all the old scrap iron, bolts, nuts, rail, etc., at the Vernon Yards, and, as the boys over there say, "He sure knows his iron." Jimmy is Irish, but you have to meet him to know just how Irish he is. In fact he's the Irishest Irishman that ever left the Emerald Isle. He came to this country at the age of thirteen and has been sixty years of age for the last four years. Getting him to pose for a picture was quite a job in itself and if he does look a little wild-eyed, that's his fault as he would rather fight than photograph, and that's the mood he was caught in. Jimmy has had quite an experience in railroad construction and can relate many an interesting story of the old days. He has been with the Los Angeles Railway for over thirty years now and is still going strong.

There is no mood so ugly, no heart so hard, no soul so sad that will not melt under the spell of courtesy.

Introducing New Men

The following men were sent to their various divisions during the week ending Wednesday, February 16:

To Division One: Motormen L. C. Estes, N. M. Swartz; to Division Two: Motormen H. J. Brown, M. H. Otis; to Division Three: Motormen C. E. Benedict, M. L. Patrick; to Division Four: Safety Operator Y. W. Waldrop; to Division Five: Motormen C. F. Smith and R. Walton.

For Sale

This column is published solely for the ACCOMMODATION of those who may have some article of furniture, auto, radio, etc., for sale or trade, and who are not making a business of same, and it is to be hoped that trainmen will bear this in mind when sending in their ads.

For Sale—Bird aviary; cheap. B-1.

Appreciation

I wish to express my thanks for the kind sympathy and floral tributes extended during my recent bereavement in the loss of my husband.
Mrs. Lola D. Perkins.

DIVISION ONE

H. N. COLE

Conductor J. H. Martin isn't much of a talker, but when he does get started, he talks. He was deadheading to the barn one morning this week and he became engaged in an animated conversation with a fair lady, and when he came to himself he was at Los Angeles street, about 10 streets beyond the barn, with about five minutes to save a miss-out. He made it.

The recent condition of the streets during the storm brought about some amusing incidents, a few of which were: A lady was getting off where the water was from curb to curb, when the motorman cautioned her, she proudly displayed her boots and remarked, "I have conquered the situation. Just watch me." The water at the curb was a little deeper than she and the maker of the boots had figured, and when she reached the sidewalk her boot was as full of water as it was of foot.

One lady started to leave the car and hesitated for a moment to take in the situation, and then with a look of determination on her face, she hastily removed her shoes and stockings, lifted her skirts a little higher than normal and ventured forth to brave the terrors of the deep.

Motorman J. N. Smith says the motorists are experiencing considerable trouble these days locating the car tracks. He drives a machine and he knows it is impossible for a driver to get all the pleasure that is due him unless he hugs the car track. Now they have to be guided by the trolley wires. Just drive directly under them, that's all.

Motorman Dan Buck is a proud grandpa. It occurred last Wednesday and Mr. Buck is just twice as happy as most grandpas, as they were twin boys. His daughter and babies are doing nicely, according to reports.

DIVISION THREE

L. VOLNER

Motorman A. Normandeau has gone on a honeymoon trip to Gilman Hot Springs, having been married on the 14th inst.

A. R. Miller, our register clerk, who has been off duty quite a while on account of sickness, is to be operated upon Thursday. We hope to soon see him around the barn. Conductor King is now acting register clerk.

Two new babies in the street car family, one came to Switchman W. H. Meloy, an 8½-pound girl and an 8-pound girl to Conductor P. Gillespie. Thanks for the cigars.

Conductor W. S. Rice believes in being on time. He rushed into the barn a few minutes before 2 p. m. and called for his run, which was due out after 3. The clerk said, "You are rather early," and then Rice glanced at the clock and saw that he had an hour to spare.

All conductors of the L. A. Railway celebrated the 14th by handing out hearts to their patrons.

Conductor E. J. Reilly passed away last Tuesday. He was operated upon for appendicitis and never recovered from the anesthetic.

BUS DIVISION

ELMER WOOD

Operator M. M. Lauder claims the honor of being the first to light the new heater, and he is also reported to be the first to initiate it by missing the cuspidor. It is hoped by those who appreciate the heat in the division room that the next rumpus will be held in the yard and not around the stove.

Bruce Pentland, ex-sheik of the Inglewood Line, now has a high power run on Wilshire; also the Melrose School tripper. Everything is going along fine outside of running a few signals and having a high school senior hang one on his chin, reports V. G. Smith, his conductor, and who further says that that isn't half of it, but will try to give some more information next week.

F. C. Smith (Peaches), operator on Wilshire, is out gunning for E. J. Minazi, who is his leader. "Peaches" claims he is hauling 70 per cent of Minazi's passengers.

A. M. Kline, ex-operator, is wild about his conductor run on Wilshire. Yes "wild" is right. If you don't think so, just ask him.

GARAGE NEWS

A happy recollection for Clarence Marine was while talking to Jimmie Murray. Clarence discovered that he had lost the diamond out of his ring and upon mentioning the fact to Jimmie, the latter recalled seeing something on his desk and throwing it on the floor. They both decided that that something was the stone out of the ring, and sure enough, after a short search, found it.

A hearty laugh and cheer was given Claude Simmons and George Riggs last week when they came pushing a Dodge to the gas station, having run out of gasoline at Maple and 16th Streets on their way in from Eighth and Hope.

DIVISION FOUR

C. J. KNITTLE

The meanest man in Division Four came to light a few days ago during one of the heavy rains. Motorman T. S. Speed and Safety Operator Allen were sent to Pico and Georgia with a car to make a "change-off." After the change was made and they had started back to the barn with the B-O car, the trolley came off and the rope broke. "Do you mind climbing up there?" asked Speed, gazing out at the heavy downpour. "Not a bit," lied Allen and a minute later was on the roof and had replaced the trolley. About that instant Speed wound 'er up. Allen shouted vainly for him to wait till he got down, but there was no waiting. Over Georgia Street and into the yards rambled the car. The meanest man in Division Four dashed into the trainmen's room chuckling convulsively. Out in the yards a half drowned safety operator climbed off a car with vengeance in his heart.

At 8:40 on the morning of February 8, a man boarded Conductor Pickard's "C" car at Clinton and Virgil. Searching through his pockets for a nickel or small change revealed nothing. With a sincere apology he drew a ten dollar bill from his wallet. "I cannot change that," said Pickard courteously, "but I will drop a nickel in for you. When you see me again, you can pay it back. If you do not happen to see

DIVISION FIVE

E. C. TYLER

Speaking of Florida, Will Rogers, mayor of Beverly Hills, says: "Everybody in bathing suits, nobody in bathing." But if he had been in the vicinity of the Sea Gulls Roost last Tuesday he would have said: "Everybody in swimming, nobody in bathing suits."

"And they thought I was crazy." So said Motorman W. J. Hewitt last Friday when he thought it was Saturday and tried to make relief at 1:49 p. m. instead of 11:31 a. m.

Conductor C. P. Daerr has ceased to trust any motorman. It seems that last Saturday, while working with R. E. Whitley, they had a slight accident with a Chevrolet. Daerr climbed down to get the necessary details, only to find that his car was disappearing up the street in one direction and the Chevrolet in another. Daerr decided there was no use in "sticking around" that corner and loped up the street after the street car, managing to overtake it in three blocks. Never again without the reverse handle.

Rainy day alibis:

"There was so much water I couldn't get out of the house."

"My car wouldn't start."

"I waited over half an hour for a car."

"I fell in a puddle and had to go home and change my clothes."

"Why I called up and said I didn't think I could get there."

"My feet were wet and I didn't have any other shoes."

"It was raining so hard I didn't think you would need me."

And there hasn't been a new one sprung in years. Ask the clerk.

Conductor W. T. Eubank has resigned to take up other work and Conductor G. C. Bryant has resigned to become an apprentice painter.

me again I assure you there will be no unfriendly feeling."

The man thanked him as the nickel trickled into the box. "Have you a piece of paper?" he asked. Pickard dug up a transfer envelope. On it the man wrote, "Please give bearer any pair of shoes he may select," attaching his signature.

That afternoon, Pickard walked into a West Seventh Street store and received a six dollar pair of Oxfords.

Boots and galoshes were much in evidence during the past week, but Mr. Boyd, our foreman, flashed a new one on us when he blew in with a pair of absolutely waterproof shoes. Yes, they were that exactly, and how we envied him. But Wednesday morning, while walking over a narrow plank that spanned the deep water at Pico and Sentous, Mr. Boyd lost his balance, and to keep from falling in, he stepped off. Ha! Ha! Ha!

The switchmen had a busy time Wednesday morning when about the time the morning pull-ins started coming in, the sewer on Georgia Street blocked and each switch had to be cleaned before it could be pulled.

Our sincere sympathy is extended to Conductor G. K. Webb, whose wife passed away February 8. Mrs. Webb had been ill for a little over a year.

SHOPS

JACK BAILEY

F. A. Frazier, clerk in the Machine Shop office, with a party including his father and mother, spent the week-end up in the Big Pines at the Los Angeles County Park mid snow and ice. But snow soon turned to rain as the party returned home. It's still raining.

There are yet several of the departments who have not sent out their representatives as ball players. This L. A. Railway League does not encourage or endeavor to promote a championship team (?), but it is the purpose to encourage sports friendly rivalry and a get-together spirit among the boys. Everyone has a chance to make this team if he can show some speed, so send out your man and let's make this successful in the idea of having all represented. Stand by for future notes.

Ben Bradfield, assistant foreman of the Store Department, is reported in training for the channel swim. At least, he lives in Inglewood and has not been able to make the tide for three days.

Harry Longway was off a few days recovering from the removal of a few of his masticating organs.

What's in a name? Well, it seems that everyone is "Frank" to Miss Rohlf. Purposes are unknown, because she is our telephone girl and there are a lot of Franks around the shops.

Don't forget if you have anything to trade or sell (except something you are making money out of as a side line), drop your ad in the Two Bell box and it will be sent in at once. This will be a great help to Carpenter Joe Cuevas. Watch for bargains.

It must be a great and lasting satisfaction to some members of the gang to hear ye scribe get a good razzing pro and con. I believe all accounts can be squared for said article, no favors for we are all wet this week.

DIVISION TWO

E. A. MOXLEY

Motorman B. Rodefer applied for a job as policeman. The inspector asked him what he would do if he saw a hydrant running. "Shoot him," said Rodefer.

Motorman G. Doerflinger was seen buying a nice box of candy last week. He said that if she doesn't say "Yes" this time, he is going to take the candy back.

Motorman M. Mason and F. E. Cave-nee are back in train service after spending about a year in the M. of W. Department.

Conductor D. L. Everts is back to work again after being off about ten days with the flu.

Conductor L. F. Finn resigned to take up another line of endeavor.

Conductor G. L. Rosen, who resigned in 1923 to enter the Bus division, is back on the cars again.

Clerks C. F. Paine and B. I. Derry traded shifts. Paine works from 6:30 a. m. to 10 a. m. and 12 m. to 5 p. m. and Derry from 2:30 p. m. to 10:30 p. m.

Conductor M. C. Coster granted 90 days leave of absence on account of his health.