

Chief Instructor and Staff



Left to right: Daniel Healy, Chief Instructor; W. S. Williams, L. F. Crandell.

On looking at this picture one might suppose that it was necessary for the boss to keep his eye on the help. Such is not the case, as Mr. Williams and Mr. Crandell have all they can do at all times.

These men keep up the many records necessary, such as keeping tab on the location of each student and his progress daily, keeping time for both students and line instructors and entering reports of instructions and others on the record cards of the ninety-day men. They also arrange the dates for ninety-day examinations. All passes for trainmen, flagmen and loaders are made by Mr. Williams. At 4 p. m. each day a complete report is made of all students OK'd to their divisions or of those leaving the service.

Instruction runs are picked from the schedules before the runs are posted at the divisions and a card made for each run. Records are kept of all badges, punches, etc. Mr. Crandell, in addition to other duties, keeps the watch inspection record.

Mr. Williams entered the employ of this company January 15, 1920, as a stenographer, after much experience in this kind of work. Mr. Crandell, after fourteen years' banking experience in Nebraska, entered service as a conductor in 1905, and came to the instruction department in 1919.

Collins Speaker At Meet

The regular bi-monthly meetings for the year 1927 will begin January 24 with J. C. Collins, supervisor of safety, as principal speaker.

Mr. Collins talks across his table to many trainmen every day concerning accidents that have occurred in which they are involved. He finds that a conductor or motorman will tell of an accident much more accurately than he describes it on his report card.

In his talk Mr. Collins will "clinch" the points brought out by the hundreds of cases that come to his office.

Three meetings will be held, as usual, at each division—one at 10 o'clock in the morning, one at 2 o'clock in the afternoon and one at 8 o'clock in the evening, giving every trainman an opportunity to attend at least one meeting.

The orchestra will provide music for all the meetings.

The schedule is:

- January 24th—Division Three.
- January 25th—Division One.
- January 26th—Division Two.
- January 27th—Division Five.
- January 28th—Division Four.

Highest Average for Witnesses Goes To Division Four

Four leads all divisions with a yearly average of 7.1 witnesses per accident for 1926. Division Five is a close second, with an average for the year of 6.99. Here is how they stack up:

	Div. One	Div. Two	Div. Three	Div. Four	Div. Five
1926					
January	5.47	5.87	5.84	7.50	7.05
February	5.29	5.92	5.71	6.76	6.80
March	5.27	5.48	6.05	6.81	6.94
April	5.08	5.71	5.75	7.02	7.32
May	5.08	6.02	6.33	6.67	6.91
June	4.91	5.63	6.18	6.62	6.86
July	4.79	5.88	5.64	7.21	7.20
August	5.54	6.14	5.87	7.04	6.54
September	6.18	6.32	6.08	7.34	6.77
October	5.78	6.32	6.06	7.45	6.82
November	5.37	6.35	5.94	7.13	7.54
December	5.43	5.50	6.43	6.57	7.16

General Claim Agent McRoberts is very much pleased with the high average made by Division Four. He says it is exceptionally good. Mr. McRoberts started a campaign several years ago to get witnesses to accidents. The first goal set was an average of 5. Division Four was the first to reach that average, and now Mr. Wimberly takes great pride in seeing his division at the top of the list for this year with an average of 7.1.

Looking over the records for the past few years, it is a source of encouragement to see how the average has gradually crept up. The averages by years for each division are as follows:

	1923	1924	1925	1926
Division One	3.34	4.10	5.48	5.35
Division Two	3.92	4.54	5.54	5.92
Division Three	3.77	4.72	5.84	5.99
Division Four	3.59	4.70	6.63	7.01
Division Five	3.88	4.35	5.62	6.99

Our New Traffic Officer

Once more Eleventh and Broadway has a courteous, smiling traffic officer. Officer C. H. Colley, who appeared on our corner about the first of the year, is trying to emulate "our Bill" in his efficient way of handling traffic and the pleasant manner in which he does it.

It makes the day seem a little brighter when you have been hard at work all morning or all afternoon to find an officer on the corner who is bright, alert, courteous and at all times keeping his traffic moving evenly in all directions.

We are sorry to lose Officer Saager, but as orders are orders and he was moved to another corner we are glad to have him replaced by another who seems to have at heart the best interests of all who use this corner.

Greetings and good wishes to Officer Colley!

Never be too busy to be polite.

Work Finished On Wall Street

All cars have been single tracked on Wall Street between 49th and 53rd Streets on account of the operation of a street excavating machine which was preparing the foundation for paving of this street.

This excavation work is now finished and cars are running as usual. The paving, of course, has not as yet been completed, but it will not interfere with street car traffic.

Examination Copies Ready

Copies of the ninety-day conductor and motorman examination are now ready. These will be issued at once to all the men when they receive their badges.

A copy is intended to be carried inside the rule book. All division superintendents, line instructors, and other departments will be given copies.

TWO BELLS

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

Bus Ticket Sales

One of our multi-millionaires is frequently quoted as having advised a class of young men which he was addressing as follows: "Make money. Make it honestly if you can, but make it."

Whether or not the man did give such advice, we know that it is sometimes exceedingly difficult to draw a line between recognized dishonesty and carelessness. Many a man becomes dishonest because he starts by being careless in promptly accounting for money or property entrusted to his care, and eventually finds himself so deeply involved that he is unable to clear matters up in a satisfactory manner.

We have the same thing to contend with on a small scale in the handling of bus ticket sales, and the accounting for the receipts for same. It is necessary for several reasons that bus tickets be accounted for the day on which they are sold, but some men carelessly allow their sales to accumulate for a few days and then account for such bus tickets as may have been sold all at the same time. This practice not only renders the daily analysis of bus tickets sold erroneous, but is apt to cause the conductor so doing to make a mistake in his accounting, which eventually leads to his being accused of dishonesty.

A recent check of bus tickets in the hands of conductors evidences this carelessness in a large number of cases. One peculiarity of the matter is that a considerable number of conductors become careless in this respect a few days before pay-day, but regain their efficiency and properly account for their bus ticket sales on the day on which they receive their pay checks. In checking this matter in the future the check will be made at the cashier's window, a comparison being made at the time of the ending number of the bus tickets in the possession of the conductor and the ending number shown on the trip sheet turned in.

Also the check disclosed the fact that a considerable number of conductors were rather careless in not having their bus tickets in their possession at the time of reporting for their runs, and they would undoubtedly have forgotten to take their supply of bus tickets with them had it not been for the fact that they were being checked.

We know that none of this trouble is due to dishonesty, and we know that the tendency to carelessness can be overcome by the conductor making the necessary effort. Therefore we have reason to trust that the next check will show all bus ticket accounts in a satisfactory condition.

Musings of the Old Timer

By George E. Ferguson

"What a difference a few years make," said the Old Timer as he appropriated one of the "super's" last Lucky Strikes and settled back to kill a few minutes. "Quite a few of the boys have taken the last long journey into the unknown, and others have wandered into other fields of endeavor, and up-to-the-minute methods have changed the scheme of things all around. I know that these changes are for the best, but it sure does make a man feel that he is growing awfully old.

"A woman, they say, is as old as she looks, and a man is old when he stops lookin', so there you are. Age does not depend upon years alone. Down at Division Two in the days when the runs were long and a daily

free lunch was offered at several thirst emporiums, there was a bunch that sure did make things hum. Walter Clark, better known as 'Senator'; 'Red' Scott, who really did not answer to any other name than 'Scotty'; Geo. Cohan (and he was all that the name implies); Ed. Link, who is still young, even though his street car experience is beyond the 30-year mark, was there, and several others whose names I can't recall at present.

"There was not one bit of real meanness in any of these boys' make-up; they were just full of 'win, wigor and witality' and they had to play. Foreman Petrie had his hands full, you can safely wager, but when the fun became too fast and furious, a word from him was oil upon the troubled waters.

The Other Fellow's Job



The other fellow's job looks, oh! so fair to us from a distance, and we spend much time in envious thoughts. But when we get a close-up of the things the other fellow has to do, the burdens he has to bear, his worries, the hard work which he does in order to draw down his salary, our own little old job looks good to us. Let us stop and think how we are treating our present jobs. Perhaps if we should quit and run away from them we might want to go back like the fellow in the cartoon, but perhaps we would not be so lucky as he and be received back. Treat your job square.

BOUQUETS



Left to right: C. C. Parkin, R. H. Gamble, J. H. Johnson, F. E. Sparks, F. C. Reis, H. F. Hames, L. C. Price.

Conductor C. C. Parkin, of Division 2, is commended by Mrs. Addie E. Phelps for paying the fare of an elderly woman when she boarded the car without her money.

Conductor R. H. Gamble, of Division 3, is commended by Miss Frances Levy for kindness, courtesy and honesty in returning her hand bag to her.

Motorman J. H. Johnson, of Division 1, is commended by A. L. Kramer and family of St. Louis for courtesy and highest efficiency.

Conductor F. E. Sparks, of Division 3, is commended by Grant R. Powell for getting off the car and assisting an elderly lady to alight, and for his genial personality and service in general.

Conductor F. C. Reis, of Division 3, is commended by A. Rogers for being exceedingly courteous and solicitous for his passengers' comfort and welfare. Mr. Rogers also complimented the Company for having such a valuable employe on its payroll.

Conductor H. F. Hames, of Division 4, is commended by P. Stein for special courtesy accorded him while a passenger on Mr. Hame's car.

Conductor L. C. Price, of Division 1, is commended by Harry E. Insley police commissioner, for courteousness, pleasantness and efficiency.

FOR BUS OPERATORS

Operator W. W. Morneau, of the Bus Division, is commended by E. T. Neal for rendering an unusual service and rendering it with a smile. Mr. Neal also says of Mr. Morneau that "his endeavor to please gives one the impression that he might be building up a business for himself rather than for his employer, and I believe the increase in bus business is due largely to the exceptional service rendered by Mr. Morneau."



LARY LAFFS



Doctor: "Oscar, I can think of but one thing that will cure you and that is an electric bath."

Oscar: "Naw suh, doctah, yo' ain't talking to dis nigger. I had a frien' what took one of them things down in Sing Sing an' it drowned him!"

A negro mammy had a family of well-behaved boys. One day her mistress asked: "Sally, how do you raise your boys so well?" "Ah raise dem wid a barrel stave and Ah raises 'em frequently."

Wear a smile.

A man was being tried for selling illicit whisky. The liquor was offered in evidence. The jury returned after taking fifteen minutes to come to a decision.

"What is the verdict?" asked the judge.

"We would like more evidence," replied the foreman of the jury.

Mistress: "I saw the milkman kiss you this morning. I'll take the milk in myself after this."

The Maid: "It won't do any good, mum. He promised to kiss nobody except me."

Bulletins

Issued January 17, 1927

STREET CAR

No. 5—NOTICE TO CONDUCTORS

Pass No. 3608, issued to Mrs. Carrie Booth, wife of I. J. Booth, engineering department, is reported lost.

No. 6—NOTICE TO CONDUCTORS

The following firemen's pass books are reported lost:

No. 25750, issued to Fireman James M. Gibson.

No. 33783, issued to Fireman Edwin W. Bohrer.

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

No. 7—NOTICE TO MOTORMEN

Cars are being operated at too high rate of speed over the head-on crossover just north of Glassell at Glendale Junction. Such operation must be discontinued at once.

No. 8—NOTICE TO TRAINMEN

Complaint is made that passengers are frequently being passed up at 30th and Hoover when north-bound, especially during the morning rush hour. This must be discontinued, as the curve at 32nd Street prevents either the crew or the waiting passenger knowing whether or not another car is following within a reasonable distance.

No. 9—NOTICE TO CONDUCTORS

A number of conductors are showing on their Trip Sheets only the last three figures of their bus ticket commencing and ending numbers. The entire number must be shown, as tickets of several different series could easily show the same last three figures.

No. 10—NOTICE TO SAFETY OPERATORS

Operators on Evergreen Shuttle Line will honor school tickets to and from the terminus at Ramona Boulevard and Miller Avenue, this effective at once, and making school tickets good for the entire length of this line.

P. B. Hill

BUS

No. 5

Skip stops are now in effect on the following bus lines:

- Line No. 1—San Pedro Street.
- Line No. 5—Beverly Boulevard.
- Line No. 7—Melrose Avenue.
- Line No. 13—Normandie Avenue.
- Line No. 14—Alvarado Street.
- Line No. 16—South Main Street.

On Monday, January 10th, 1927, they also became effective on the following lines:

- Line No. 8—Figuroa Street.
- Line No. 9—Florence Avenue.
- Line No. 15—Manchester Avenue.

Stops to take on and let off passengers must not be made at street intersections other than those posted with regulation "stop" signs, except on loops at ends of lines, when stop will be made at any street intersection located on the loop.

J. Van Vranken

Tune In

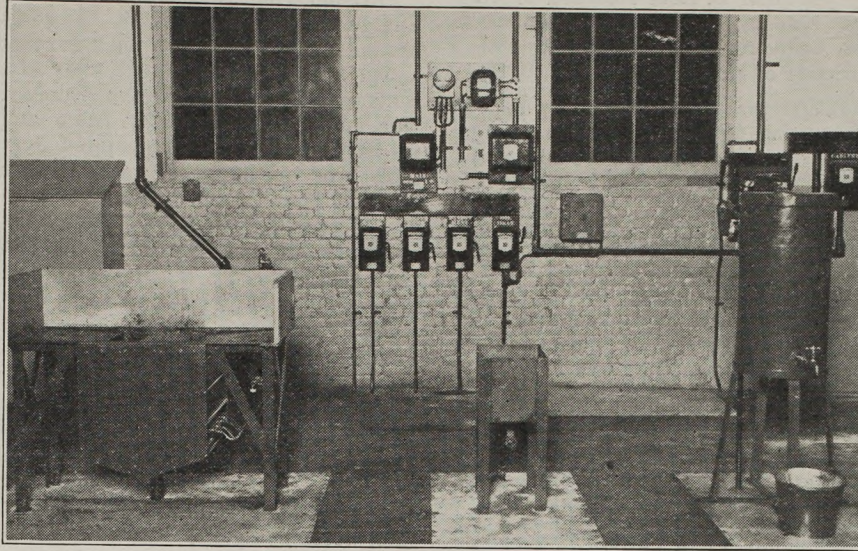
ORCHESTRA

- January 18—KHJ—9:30 to 10:30 p.m.
- January 19—KMTR—9 to 10 p.m.
- January 21—KNRC—9 to 10 p.m.

QUARTETTE

- January 17—KFQZ—9 to 11 p.m.
- January 19—Knights of Pythias Entertainment.
- January 20—KFQZ—9 to 11 p.m.
- January 21—KFVD—9 to 10 p.m.
- January 22—KHJ—9 to 10 p.m.

New Equipment Adds Joy To Life of Foreman Robey



New equipment for cleaning greasy metal car parts, heating pinions, and heating all lubricating oil for journals, motors, etc., has just been installed at Division Two car house.

The equipment consists of three types of apparatus, all electrically heated, and meets the high standards for modern equipment maintained by the Company. All this apparatus was designed and constructed by the engineering department of the Company and has proved such an aid to Doc Robey, foreman at Division Two, and his assistants that it will be duplicated at the other division car houses.

The tank at the left in the illustration is all metal, thoroughly insulated to retain heat and is used for boiling water which contains a special cleaning compound. All greasy metal parts to be cleaned are immersed in this tank, which has a capacity of 24 gallons.

The cleaning was formerly done with gasoline or distillate. This new apparatus, however, eliminates fire risks and does the work with ease and dispatch. It has added much joy to his life, says Doc Robey.

There are four heating elements of

the water immersed type with a load capacity of 8 k.w. The elements are protected from injury by a perforated metal plate and are connected to two power circuits. The 24 gallons of water is brought to a boiling point in a short time and the temperature maintained with one circuit only.

The small metal tank in the center is a pinion heater with a capacity sufficient to cover three pinions. The pinion is immersed and boiling point temperature is maintained for one hour before the pinion is applied to the armature shaft, where it cools and shrinks, making a tight fit. This tank is also equipped with heating elements of the immersion type having a load capacity of 6 k.w.

The round tank at the right is of metal with a heat insulating compound between the inside and outside tanks. The electrical heating units used are the clamp-on type and are imbedded in the insulation. Heat is distributed uniformly to the inside tank, which has a capacity of about ten gallons. The electrical heating units used are the clamp-on type and are imbedded in the insulation. Heat is distributed uniformly to the inside tank, which has a capacity of about ten gallons. The electrical heating units used are the clamp-on type and are imbedded in the insulation. Heat is distributed uniformly to the inside tank, which has a capacity of about ten gallons.

Hello Trouble! Westmore 8060

The other day a "J" car developed motor trouble at 16th and Grand, southbound. The conductor on this car, and the conductors on the three cars following, failed to call the dispatcher over the proper telephone number and a delay of 31 minutes resulted.

A number of times in the past serious accidents have not been promptly reported for the same cause—that is, failing to remember the proper telephone number—and a large number of delays have been occasioned.

This is a condition which reflects not only on the efficiency of the trainman but on the service the Company is endeavoring to render to the public and is a source of irritation and complaint on the part of passengers.

Telephone WESTmore 8060 is an unlisted telephone and a direct connection with the dispatcher. It is used for incoming calls only. Nothing but trouble reports are received over this

phone and these from trainmen only.

WESTmore 8456 is a listed telephone and is used by the public for information and by the dispatchers for outside calls. This telephons is always busy.

When you find it necessary to call the dispatcher over a central telephone for the purpose of reporting trouble, day or night, call him over WESTmore 8060. Keep this number in a place where it is easy to find. It is more important to you than your division telephone—and don't give it to any but an employe of this company, for no service is given to the public over this phone.

Don't forget, in case of trouble, to call telephone WESTmore 8060. Put it down and keep it in your inside pocket and repeat it over and over like a Mother Goose rhyme until you know it so well you will not forget it in time of need.

Listen For Hum Then Dial

On August 29th, 1926, all Company phones in the LARY Building, which come over the PBX board, were equipped with dials, and since that time all other phones have been likewise equipped.

Telephone directories were delivered at this time, and beginning on page 6 instruction as to the proper use of phones was given in detail. While the majority of those using their phones are doing so properly, however, there are some who have not yet accustomed themselves to the use of the automatic phones, and are continually having more or less trouble in getting their numbers.

From my personal observation, I find that in the majority of these cases the party using the phone after asking the operator for "Central" immediately begins to dial the number before the connection is made, in which case it is impossible to get the correct number or even "Central."

If, when using the phone, the party, after asking for "Central," will wait until he hears the dial tone, which is a humming noise, before dialing the number, I am sure he will experience very little if any difficulty in getting the number if properly dialed.

In case you fail to get the number, after being sure that you have dialed correctly, if you will dial the red "O," which is the "Central" operator, she will be glad to assist you in getting your party. By doing this the Company will not be charged for the extra call.

The Exchange Board is open from 7:45 a. m. until 5:00 p. m., except Saturdays, Sundays and holidays. Board closed Sundays and holidays and at 1:00 p. m. on Saturdays.

During the time the PBX board is closed, call Dispatcher over WESTmore 8456, except in case of emergency, then always call WESTmore 8060, regardless of whether the switchboard is open or not, as this is a direct line into the dispatcher's office, over which emergency calls only are received.

While there have been no complaints, I have noticed parties making calls just before closing time, which of course necessitates the operator staying overtime, and it will be greatly appreciated if calls could be made during the regular hours and eliminate this as much as possible, except in cases of emergency.

General News

Supervisor Millican of Line "M" announces the arrival of an eight and a half pound boy at his home. Mother and child are doing fine.

Dispatcher M. R. Ramsey, who has been confined to his home with a serious attack of intestinal flu, is back on the job again.

Supervisor C. H. Conrad is in the Roosevelt Hospital for an operation on account of injuries sustained by him in the line of duty.



Conductor W. W. Nally of Division Two proudly exhibited this photo of young "Robert Nally," the sixth arrival in the Nally family. Robert evidently hears the alarm clock which means that "daddy" must go out and earn ye family bread and butter.

SHOPS

JACK BAILEY

Here's to luck, folks. Mr. D. E. Dent came to the mechanical engineering department just before Christmas. He landed a job from Mr. Britain on December 30th, started to work January 3rd, and on the 6th he handed out the cigars in honor of an 8-pound baby boy. Mother and father are sure proud of this little "Dent."

W. Wedgwood (Trolley Pole Bill) and Truck Shop Foreman Harry Longway went on a strange mission the other night. From the looks of Harry's shoes he had to walk back. Harry says it was a case of a flat tire, change in the rain, and Bill had his Sunday suit on.

T. Gray is back with the store department after a month spent in recuperating from an auto collision. Tom suffered an injured shoulder while his little old Ford is still confined to the garage.

If you possess any talent as a baseball hurler report at once to Joe Palmer. Several of the boys are already warming up during the noon hours in the shop lot, and if a sufficient staff of participants will turn out and show some speed there is a possibility of a real good season scheduled ahead of us.

Art Clinton of the machine shop is doing his dozen at Bimini this week. He says if he could only learn to keep his feet up he would win that Catalina Marathon Race with hands down. Ho ho, Ha Ha, Me too.

Watchman Ben Jenkins was confined to his home suffering a cold. Ben will be back with us when the sun comes out.

Carpenters C. Clegg and T. C. Shelford were heard trying to explain the phrase, "So's your old man." "You know it's a deucedly funny saying," said Clegg. "Yes," said Shelford, "instead of saying, 'you don't mean it, old chappie,' you say, 'Oh, 'ell, fawther is the same way.' Haw! Haw! Clevah, isn't it?"

Harry Delbert, our genial plumber, has always had a friendly feeling for animals in general, but after the attitude toward him of a supposedly friendly cat Wednesday morning he has changed his mind entirely.

DIVISION ONE

H. N. COLE

Conductor B. Loar returned to work last Monday, having been confined to his home for the past two weeks on account of sickness.

Conductor J. P. Carson, who has been working a night run for a long time, says he finished counting the stars, so he bid in a day run on the "R" line.

Wonder why Conductor C. L. Adams likes the Mateo shuttle so well? Every day or two his familiar face is seen at the window, asking to trade his run for the "jigger." He must have a girl or two down that way.

Motorman P. Sciffo, of the "N" line, was painfully hurt last Friday morning when he was knocked down by an auto at 7th and Central Avenue while pulling the switch for pull-out cars.

Conductor F. E. Patterson, who was hit by an auto at 7th and Alameda, several months ago, returned to work last Monday.

Motorman F. Burke has returned from a 15 days auto trip to Sacramento, Oakland and Frisco.

We welcome back to the fold Motorman S. R. Willis, who resigned about four years ago. He has been tickling the telegraph keys for the past year for the Southern Pacific, but he gave it up to return to his old love.

Conductor G. J. Krause also has returned, after having been away something over a year.

Conductor H. H. Wulf is off nursing a broken rib, received in an accident on January 1st.

Conductor J. L. Bickerdike is off on leave, trying out the county motorcycle force.

Motorman Nate Robinson is on the sick list.

BUS DIVISION

ELMER WOOD

There are those who cuss taxi drivers, but Operators F. X. Kramer and C. W. Goen say they can't get along without them—that they are of great value to a man when he is late.

Operator J. G. Simmons couldn't be bothered with the traffic signals at Wilshire and Vermont last Tuesday. He stopped to load a passenger and the signal said "Go," but he waited until it said "Stop" and then started to cross the intersection. And what a mess he got into. Just what happened to the Vermont traffic is still a mystery. He blamed it on his poor conductor, V. G. Smith.

GARAGE NEWS

F. A. Bruner was standing near the corner of Beverly and St. Andrews, making out a report after working on a bus. A passing vehicle struck a rock on the pavement and it hit Bruner, breaking a bottle of shoe polish in his pocket. The expression of surprise was great when Bruner felt the liquid trickle down his leg.

Geo. Grady claims his Rickenbacker has unlimited speed and that he never does anything toward keeping it up. This must be true, because he had to be towed in the other day with a burned out bearing.

Our storekeeper, G. A. Holmes, is back again after an illness of two weeks. R. E. Kanka worked in the storeroom during his absence.

DIVISION FOUR

C. J. KNITTLE

Division Four trainmen are waiting anxiously for January 16 to come around. Our well-known duck-hunting squad left for Sacramento Valley last Sunday and will return this Sunday. Our mouths are fixed for game and we have never been disappointed. Just look over our hunters, folks. There is "Bad Man" Boyd, "Rainy" Weathers, "Jesse Jim" Saunders, "Rough On Rats" Roffee and "Two-Gun" Keefer.

Stenographer E. G. Benedict has been granted a ninety-day leave and expects to make a trip to South America.

We are sorry to state that the trip which Conductor L. E. Swaggerty started on to his home town, Fayetteville, Arkansas, ended disastrously on the night of January 5. Conductor Swaggerty was making the trip by auto, accompanied by his mother and two young brothers. It was 2:00 a. m. One of his brothers was driving. They were in the vicinity of El Centro, seven miles west of Westmoreland Crossing and approaching the Trifolium Canal. Conductor Swaggerty noticed the bridge was closed. Red lanterns were strewn across the entrance. They turned to the right, thinking it was a detour. An instant later the car toppled over the bank into the canal. Mrs. Swaggerty was killed. "L. E." and the two boys miraculously escaped with minor injuries.

DIVISION FIVE

FRED MASON

Motorman Bill Calloway says that there's something wrong in Sweden. He followed Motorman Knudson on Main Street from Jefferson to 9th Street, and picked up 15 cents.

Calloway never pays more than 5 cents apiece for 'em, so that made three cigars for Call.

Motorman H. J. Mounger had the tough luck to get bumped into with a Ford one day last week and suffered three fractures in the right arm and several body bruises. However, he's up and around and feeling fine. His chief worries are signing his check with his left hand, trying to eat grapefruit and not being able to get into a pinochle game.

Conductor W. H. Langdon has taken a 30-day lay-off and has gone somewhere up north. For further details see Clint. Coxhead.

Conductor Leonard Boatman came in the other morning after his regular Owl run with a great big home-made pie. Whether she was blonde, red or brunette, he wouldn't state, but he said the pie was good.

Conductor L. C. Stammers has received a regular appointment on the Los Angeles police department and has resigned from the railway.

Glad to see Conductor E. C. Spruill back on the job again after a sick leave of over three months. Everybody's glad but "Swede" Pedersen. Spruill beat the Swede out of the Owl.

Introducing New Men

The following men have been sent to their various divisions during the week ending Wednesday, January 12:

Conductor O. E. Thorson, Division 1; Conductor C. E. Erickson, Division 3.



"Bill," as he is known to his many friends, entered the service of the Los Angeles Railway Corporation September 9th, 1904, and has served almost continuously since that time as a switchman at both Divisions 2 and 5. Prior to coming to California, Bill was a train caller on the Pennsylvania R. R. in Newark, New Jersey, and was a trainman on the Central R. R. in Jersey City. He attained all of his speed, so they say, by outrunning those Jersey "skeeters" back in his early railroad days.

DIVISION TWO

E. A. MOXLEY

(Sgt.) J. P. Miller, motorman, has had his first "miss-out" in four years, and the reason, little dears, is that along about bonus time he took himself a wife. Heigh-ho the merry-o when you let the 'arm clock go.

There must still be a Santa Claus, because B. I. Derry came to the office today laden with presents, etc. It is humored, however, that Uncle Sam has been paying bonuses, so that must be the reason for Byron spending part of the \$179.14.

Tex Bourland's supremacy as a checker player had a close "shave" Sunday when, it is reported, a member of the tonsorial profession took 12 and gave him two games.

Things you seldom see at Division Two—

McAdams without his knickers and nickels.

Derry with a shave.
Slaughter without his pipe.
"Tex" without a checker board.
C. O. Boyd without his hilarity.
Paine without a megaphone.
H. T. Sanders without pink cheeks.
E. E. Smith without a "meld."
A. R. Brown without his "line."
H. T. Hansen not in a hurry.
F. Houschildt without his "apple-sauce," and
A day without "miss-outs."

DIVISION THREE

L. VOLNER

Conductor L. H. Wilson is the proud father of a baby boy, born January 6, weight 9 pounds 4 ounces.

Conductor W. O. Wright has gone on a three months leave to his ranch at Delhi, Merced County.

Motorman F. J. Massing, who recently suffered a slight stroke of paralysis, is getting along nicely and hopes to be out in a short time.

Conductor F. N. Ransom is in the hospital for an operation.

Frank Milano has returned from an extended trip back east. Spent most of his time in Canada and North Central U. S. He is glad to be back in the land of sunshine after three months or more in a cold climate.