



## Supervisors Work To Keep Service At High Standard

Service is the commodity which our Company has for sale. The quality of this commodity is largely regulated by the group of line supervisors pictured.

Each supervisor is charged with the responsibility of maintaining service on the line or lines assigned to him. To accomplish this end, he must be keenly alert to every condition, and his judgment must be unerring. To him falls the duty of making service adjustments after line delays, and his action must give consideration, not only to those who are passengers on

the cars affected, but to others who are prospective passengers in the opposite direction. A constant endeavor is made to avoid the resultant inconvenience to passengers caused by turning cars at points short of their schedule terminal. However, it occurs that delays to service are of such character that the supervisor is compelled to adopt this regulatory method.

A supervisor must be versed in the various types of cars in operation and is required to be qualified to make emergency repairs to equipment.

He must make observation of the

condition of the track and right of way over which his line is operating, and report any defects in either which may cause delay or damage. He is additionally required to make similar observation of the overhead structure, reporting at once all features which in his estimation are hazardous to the maintenance of scheduled headways.

The night supervisor has a source of delay which the day men do not have to contend with. Houses are moved on our tracks, sometimes without permit or advance information. Then it's a problem of relaying and rerouting so that the owl car headways and meets may be maintained.

Travel characteristics on all lines are subjected to constant change, particularly in sections of the city where a concerted building program or other

activity causes a temporary, but heavy flow of workmen to and from such activity. The line supervisor is required to keep in touch with the riding habits on his line, and to take such remedial action as may be found necessary to overcome the temporary heavy travel. Public entertainment at frequent intervals at particular points on a line demand that the supervisor be prematurely cognizant of the affair so that arrangement may be made for extra service to care for the concerted travel.

Prospective passengers don't care whether it's train run number 1 or 101 which comes along to pick them up. What they want is a car. This, in the ultimate, is the big job of the supervisor, to supply THAT CAR.



Front row, left to right: T. C. Clarke, F. Westcott, N. L. Goddard, F. Monnier, W. H. Morgan, W. H. Shirley, L. P. Bean, E. G. Gilmore, C. B. Plochow, H. S. Best, L. D. Champion. Second row, left to right: A. L. Londraville, A. H. Warren, L. T. Staten, S. J. Whitelock, J. Carlin, W. H. Millican, E. J. Pecoud, H. S. Atchison, O. W. Marden, C. E. Bates, J. Drayer, H. M. Farr, F. LaRue, M. C. McLemore, J. G. Phebus, W. H. Snyder, G. T. Wuertz, W. P. Flannery, W. B. Adams, Director of Traffic. Top row, left to right: J. W. Tuberdyck, H. E. Farmer, H. W. Bailey, J. A. Craig, C. Hogan, A. T. Harless, J. L. Gough, W. R. Pierce, H. A. Redmond, O. D. Sutton, M. R. Ballard.

## Daily Inspection Pays

All cars belonging to the Way and Structures Division of the Engineering Department are kept at the Vernon yards. Each type of car, including power cars, flat cars, gondolas, repair car and rail grinder is subject to a regular inspection as rigid as that given to all passenger cars on the system.

The motormen who operate the Way and Structures cars are drawn from the Operating Department. Each day they turn in a regular motorman's daily report card which shows the condition of the power car, flat car, or gondola as the case may be. All defects are noted on the card and daily attention is given the cars and all

necessary repairs made.

In addition to this daily inspection, motors on power cars are given a regular inspection once each week, and all flat cars and gondolas are inspected every thirty days.

Repair Car No. 9301 is equipped with necessary tools for light repairs. A concrete pit sixty feet long has been built at Vernon yards to take care of this work and it is of great

assistance in making necessary inspections and repairs to trucks and motors.

All heavy repairs, such as changing armatures, wheels, etc., is done at Division Two car house by Doc Robey's men. The motor or power cars are also taken to Division Two for heavy inspection every nine months and at this time all bearings are repacked.



# TWO BELLS

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

## Nobility Of Service

By George B. Anderson  
Manager of Transportation

During a call at my office not long ago the acting president of a great street railway system in New York, after speaking in highly complimentary terms of what he described as "the best street railway service in America, particularly in respect to the attitude of trainmen toward the traveling public," said: "I would like to write an editorial for your Two Bells, but I am just leaving the city and have no time, so I want you to write it for me."

"Fine," I agreed; "and what shall I say?"

"Make it very brief," he suggested. "Speak of the nobility of human service—of public service in particular. Impress upon them that there is nothing a man can do for his fellowmen that exceeds, in benefits conferred, providing for their necessities and comforts as if it were a joy to be of such service."

"This is what your trainmen are doing now, and if my experience has taught me anything it has convinced me that if this attitude on the part of these men is as general as it seems to me to be, in after years, wherever they may be employed and whatever they may be doing, they will take pride in referring to the fact, when the Los Angeles Railway is mentioned, that they were in that company's service for years and helped to make it the best in America."

Nothing has been said to me regarding the quality of service that trainmen generally are endeavoring to render that has given me more inspiration and real joy than this suggestion from a street railway official of national reputation. I, for one, take pride in my association with men who endeavor so hard to give satisfactory service to all comers, and to find that their fame as high-class semi-public servants has spread as it has throughout the land.

## Musings of the Old Timer

By George E. Ferguson

"Many of the new changes in procedure have proven that they are for the best," said the Old Timer, as he took his seat on the shady side of the switch shack and proceeded to listen to the complaint of a new comer that the job was surely a job and not a position as had been expected.

"Back in the days when all brooms were made to be used with a strong arm, and the dirt and refuse piled up faster than it could be swept up, the valiant nickle grabber was, in the course of his instruction, introduced to the business end of these dirt removers, and woe be unto him that failed to have all unnecessary debris removed when he rolled in at night.

"Those were the days when the Knight of the Signal Cord took a run that got relieved in order to evade house cleaning duties. Nowadays this work is done by the slant-eyed gentry from across the Pacific, and the ladies of color.

"Another change was the rule that did not allow motormen to remain seated in Zone No. 1. Every so often a man was jerked up for becoming tired and forgetting to arise in the 'no stool' limit. Nowadays, it's just the reverse; the poor tired conductor, who possibly has had a bad night and weakened from exposure and lack of nourishment, slumps down onto his

yellow seat and of course gets slapped for so doing.

"In the days when motormen were barred, there was a controller winder by the name of Roller who was only about 'knee-high to a duck,' to use that quaint, old expression, and observations made from the street led the observer to report him as remaining seated. Result—letters began to accumulate in Roller's mail, all of which pertained to occupying a stool at the wrong time and place. Roller complained to his fellow trainmen, but the mystery was not solved until the observer boarded the car, expecting to crawl the offender's frame for repeated violations, and all was made clear. His shortness of stature made appearances deceiving and once more demonstrated the old adage "You can't believe one half that you hear and all that you see."

### Tune In ORCHESTRA

February 1.—KHJ, 9:30 to 10:30 P. M.  
February 4—Polytechnic High School, playing for Alumni dance.  
February 5—KFQZ, 9 to 11 P. M.

### QUARTETTE

February 1—KFQZ, 9 to 11 P. M.  
February 4—KFVD, 9 to 10 P. M.  
February 5—KHJ, 9:30 to 10:30 P. M.

## BOUQUET'S

Reading from top to bottom: J. M. Boehm, W. C. Sanders, O. H. Snelson, C. L. Thompson, A. H. Middleton.



Motorman A. H. Middleton, of Division One, is commended by J. W.

Conductor W. C. Sanders, of Division Four, is commended by W. H. Thomas for his gentlemanly and courteous service. Mr. Thomas states that he rides on our cars on an average of twelve trips a day, and for a period extending over more than six years he has found our conductors courteous and considerate.

Motorman O. H. Snelson, of Division One, is commended by Mrs. Jane Law for kindness in assisting an elderly lady when alighting from his car.

Conductor C. L. Thompson, of Division Five, is commended by Dr. V. W. Linn for the courteous and diplomatic manner in which he handled a very trying transfer situation.

Moore for a courtesy extended Mrs. Moore and himself.

One of the finest tributes to the trainmen that has ever been received by the company is contained in the following letter received from Montgomery Bros., jewelers, of Seventh and Hope Streets:

Jan. 19, 1927.  
Los Angeles Railway Company.  
Gentlemen:  
We wish to acknowledge our sincere appreciation of the wonderful assistance you and your organization rendered us in our recent loss of a package on one of your cars. Seldom in our experience have we received such prompt, courteous and efficient assistance that you and your company so kindly rendered to us.  
We also wish to acknowledge our appreciation of the loyalty and honesty of your Mr. J. M. Boehm of Division One. We feel you should be proud of having such honorable employes. As citizens we are proud of the record as made by your company.  
Yours very respectfully,  
MONTGOMERY BROS.  
By Chester Montgomery.



## LARY LAFFS



"Want to buy a mule, Sam?"  
"What ails him?"  
"Nothin'."  
"Then what are you selling him for?"  
"Nothin'."  
"I'll take him."

Minister (conducting on Demon Rum): "And if I had my way, I'd throw all the liquor and whisky in this town into the river. We will now sing the concluding hymn."

Choirmaster: "The congregation will please rise and sing No. 79—'Shall We Gather at the River?'"

"What are you taking for your cold?"  
"I haven't received any offers yet."

Teacher: "Why do they measure the sea in knots, Tommy?"  
Tommy: "They couldn't have an ocean tide otherwise, sir."

Landlady: "You seem to be musically inclined, Mr. Jones. I so often hear you singing when taking your morning bath."

Roomer: "I do enjoy music, indeed, Mrs. Smith. But the reason I sing when taking my bath is that the door won't lock."

"In introducing you to my friend, the lecturer, I ought to say that he is not so stupid as he looks," remarked the would-be humorous chairman.

"That," said the lecturer, without a smile, "is just the difference between the chairman and myself."

Auburn Stenog: "Why the deuce do I struggle with this piffling job?"  
Blonde ditto: "Don't be discouraged; think of the mighty oak. It was once a nut like you."

An attorney who advertised for a chauffeur, when questioning a negro applicant, said: "How about you, George, are you married?"  
"Naw, sir, boss, naw sir, Ah makes mah own livin'."

Jack: "Gladys married a self-made man, didn't she?"  
Nancy: "Yes, but she was compelled to make extensive alterations."

Officer (on transport): "Sick, Mose?"  
Mose: "Not sick yet—jes' sleepy, suh."  
Officer: "Why don't you lie down?"  
Mose: "Suh, eff Ah lay down Ah yawns, and A'm skeered to yawn jes' now."

"Sedentary work," said the college lecturer, "tends to lessen the endurance."

"In other words," butted in the smart student, "the more one sits, the less one can stand."

"Exactly," retorted the lecturer, "and if one lies a great deal, one's standing is lost completely."

Doctor: "I can't cure your husband of talking in his sleep."

Wife: "But couldn't you give him something that would make him talk more distinctly, doctor?"



# Bulletins

Issued January 31, 1927

## STREET CAR

### NO. 12—NOTICE TO TRAINMEN

We are still receiving complaints regarding trainmen permitting soliciting on our cars. This is covered in the last item of Section A of Rule No. 11 on page 3 of the Rule Book, and conductors and Safety Operators must enforce this rule.

### NO. 13—NOTICE TO CONDUCTORS

The following passes are reported lost: 1804 issued to G. N. Gray, serviceman, garage.

5144 issued to C. M. King, conductor, Division No. 2.

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

### NO. 14—NOTICE TO CONDUCTORS

The following firemen's passes are reported lost:

No. 21841, issued to Fireman Charles F. Fetterhof.

No. 34187, issued to Fireman George E. Willcox.

No. 34443, issued to Fireman Louis V. Parker.

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

### NO. 15—NOTICE TO CONDUCTORS

The following passes have been recovered:

No. 2040, issued to Florentino Chavez, welder, Mechanical Department, Bulletin No. 11.

No. 2585, issued to W. H. Terry, painter, Mechanical Department, Bulletin No. 11.

*P. B. Hill*

## BUS

### NO. 4

Southbound buses on Alvarado Street will make the stop for the intersection of Seventh and Alvarado in the newly painted Bus Zone which is located immediately north of the Safety Street Car Zone, operators being careful to stop so as to not prevent automobiles passing between the front of the bus and the safety buttons of the street car zone when moving southbound.

### NO. 10

Bus operators operating south on Vermont Avenue at Beverly Boulevard and south on Western Avenue at Melrose Avenue when stopped at the intersection by police officer or traffic signals, may let off passengers until the signals clear or officer signals to proceed and at that time passengers still remaining on the bus should be notified that they can get off bus around the corner. The door must be closed so as to avoid any accidents and the bus immediately started and passengers let off after pulling into the terminal zone. This in order to save traffic congestion on Vermont Avenue and Western Avenue. Passengers should not be picked up at this intersection except at the terminal zone.

*J. Van Vranken*

## Luncheon Party

On Thursday, January 27, at noon, a party of Los Angeles Railway men drove out to the home of C. C. Netz, 1700 South Fifth Street, Alhambra, where they enjoyed a lunch served for the benefit of the Alhambra Order of the Amaranth.

Those making up the party were: G. M. Link, I. A. Seehorn, George E. Campbell, L. Dye, H. H. Peterson, P. C. McNaughton, G. W. McDonald, H. A. Sawyer, J. Bodley and Mr. Netz.

## Service Key to Happiness and Success

### Collins Gives Inspiring Talk At Meetings. Analyzes Accident Reports And Shows The Trainmen Often Lose Safety Records Through Carelessly Made Out Reports.

The bi-monthly meetings, starting last Monday were among the best and most enthusiastic ever held. J. C. Collins, supervisor of safety, made a splendid appeal to the trainmen and met with a hearty response.

"Build with right thoughts," said Mr. Collins. "Don't keep on making the same old mistakes time after time, or you will eliminate yourself from life's race. The only capital we have is ourselves—our experience. You sell yourself to the superintendent of operation. The company invests in you—the superintendent of merit system checks up on the investment to see if it is safe."

### CO-OPERATION NECESSARY

"Management and men must move toward a common aim to make of the business a success."

Mr. Collins dwelt on the fact that selfishness leads to inharmony and disorder in the daily relationships between men. "Don't isolate yourself from a situation or from others," he said. "Few experienced men will take the pains to tell the newcomer the responsibilities of his job. The motorman or conductor who has been long in the service rarely goes out of his way to tip the new man off and to advise him of the responsibilities and warn him of pitfalls. Be more generous.

"No man will place a higher value on you than you do on yourself," Mr. Collins continued. "The wrong mental attitude towards your job works you down instead of up. Forget the past; think of it only to profit by the experience it gave you. The fellow who is always blaming everything and everybody else but himself for his lack of success, is the sort of a man who does not profit by the demerits given him. Sometimes he sees the light when we let him go, but the chances are that he will not face the fact that it was him who was at fault.

"If you don't like your job, quit it! You cannot get love, happiness or success except through the channel of service. This is the great law of the universe. Get in harmony with it. No man can be bigger than his thoughts. If you want good to come into your lives, you have to give good to others.

### ACCIDENT REPORTS

Mr. Collins then gave a summary of some accident reports that come to him. "In 95% of the cases where the safety record is lost, the motorman or conductor gave a poor report of the accident or reported an accident that did not happen. Time after time I have read his report to a trainman and he would say, 'That isn't the way it happened' or 'I didn't mean it that way.' On a number of occasions I have had to show a trainman his signature before he would believe that the report was his. Many of the reports say that the car was going from one to four miles and the auto or truck was twenty-five or thirty feet

ahead of them. One report came in recently in which it said that the car was going one mile an hour and the auto was crossing the track fifty feet ahead and that the auto was going forty miles and yet the motorman hit the machine.

### GET DIRECTIONS RIGHT

"Many trainmen get their directions wrong. Another report said that the auto started to cross the track 100 feet ahead and was traveling forty miles per hour and the car was going fifteen miles. How could the motorman run his car into the auto? Well, he didn't; an interview brought out the fact that the auto ran into the side of the car.

### STAGE SET

"Accidents can't come up without the stage being set. Watch for indications. An auto which is going to make a left-hand turn always occupies a certain definite place in the street. You can figure out the combinations that would cause an accident. You can't control the auto, but you can control the movements of your own car. If a man has twelve accidents in a year, one-half of them are the left-hand turn type. Master this type of accident and you have mastered the combination that causes one-half of the accidents.

### TRUTH WILL OUT

"Now take a man who is at fault and lies about it. It is impossible to put a lie on paper and get away with it. It is bound to be discovered. On the other hand, do not fix up the truth to suit yourself.

"We had one case where a motorman passed up passengers, one of whom tried to board the car and fell. He denied all knowledge of it and finally admitted that he had shut his eyes and turned his head when he passed up passengers."

Mr. Collins impressed upon the men the importance both to themselves and to the company that accident reports be made out correctly. He also stressed the necessity of keeping cool and reading the traffic conditions ahead of his car.

At each meeting the division superintendent presided and introduced the speakers.

Mr. Richard H. Hilf, formerly with the police department and now with the company, was introduced to the men at each meeting by the division superintendent. He expressed his pleasure of again being in the employ of the Los Angeles Railway after twenty-two years. Superintendent of Operation Hill closed the meetings and paid a friendly tribute to Mr. Hilf whom he has known intimately for many years.

### APPRECIATION

We take this opportunity, through Two Bells, to thank the officials and our fellow workmen for the kind expression of sympathy shown us during our recent bereavement.

H. T. Parks and Son,  
Motorman, Division Three.

## Introducing Mr. Mason

"Two Bells" staff is glad to welcome as one of its members Mr. Fred Mason, who has been scribe and one of the understudies for Mr. Ferguson at Division Five. We bespeak for him the friendly help and courtesy that is, on all occasions, accorded the other members of the staff by all officials and employes of the Los Angeles Railway.



FRED MASON

Mr. Ferguson will now address the audience:

"With due apologies to Briggs, whose daily 'When a Fellow Needs a Friend' is pictured in many of our periodicals, this article should have, instead, the caption, 'When a Fellow Needs Some Help.' This is the story of the head of the department who hates like the dickens to lose one of his standbys, but rather than stand in the way of his advancement, has agreed to allow the one in whom he has placed much confidence, a chance to make good in another department. To make a long story short, beginning Tuesday, February 1st, 1927, the well-known stenographer of Division 5, Fred Mason, will be associated with Janet Converse, Publicity Manager of the Los Angeles Railway Corporation.

"Mr. Mason's duties will be that of gathering news for our much loved publication, 'Two Bells,' and we cannot help but feel that, even though he is treading on unfamiliar ground, he will soon adapt himself to his new line of work.

"Mr. Mason entered the service March, 1921, as a conductor and later was assigned to duty at his parent division, Number Five, as a stenographer. His weekly column, we think, has proved highly enjoyable to all of our readers, and we are sure that, with the hearty co-operation of those in the big Los Angeles Railway family, his success cannot be questioned."

## Officer Bennett

Parley Bennett, the traffic officer at Seventh and Los Angeles Streets, who was killed by a bandit Tuesday night, had many friends among the trainmen who passed his corner. These were mostly men out of Division Two, who expressed their love and respect for Officer Bennett with a beautiful floral offering.





We have with us today, "Deer Peepul," Robert Henry Manning, No. 2882, conductor out in the section where the sea gulls spend quite a lot of their spare time. Robert Henry is a "Go-getter" when it comes to securing names of witnesses to accidents that occur on or near our cars. Since December 1, 1926, he has secured a total of 195 names and has been concerned in four accidents, and one case where he assisted a brother conductor and secured twenty-nine names. Manning is consistent in his work, as the records for the past year will show. Here's hoping that we will have more like him during the coming year.

### DIVISION FOUR

C. J. KNITTLE

Conductor C. L. Adams, who transferred from Division One two weeks ago, is getting nicely settled here. The other afternoon a young lady boarded his car at First and Sota Streets and handed him a half dollar. Adams gave her ten nickels. "Haven't you got a few more?" she asked, cuttingly. "Yes," replied Adams, "but that's all I can give you for a half dollar."

Motorman M. B. Boyd went to Kingman, Kansas, to attend the funeral of his father, who died January 20.

Conductor W. O. Kirkpatrick, who is recuperating from injuries received while on duty Christmas Eve, has been temporarily assigned to flagging where single track operation is being used.

Conductor P. W. Fretz, who was injured while on duty December 18, returned to duty today.

Motorman Sylvester had occasion to work in his civilian clothes last Monday. A man passenger on leaving the car remarked to the conductor that the "new motorman" handled the car like an "old timer."

Safety Operator J. A. Shivler broadcasts the arrival of a baby girl, weight seven pounds and twelve ounces. Last Monday was the happy day. Congratulations!

We also congratulate Ira Mattern, who was daddy-cated January 21, by a seven and a half pound boy. Ira left the service recently.

Safety Operator M. J. McClosky is taking fourteen days' leave to attend to some local business.

### DIVISION ONE

H. N. COLE

Switchman C. J. Adolfson (better known as Charlie) glanced at his clock last Monday, with one eye closed and the other half way open. He had barely time to catch his car and maintain his record of always being on time. He grabbed his clothes and ran, dressing on the run. When he reached the car he was fully dressed except perhaps one shoe and one sleeve of his coat. And after all it was the 4 o'clock car—just one hour too early.

Conductor J. L. Bert was perched on a stool with several others, partaking of their regular lunch of coffee and. "What would you do if a passenger handed you a \$100.00 bill to change?" he asked. All of us answered at the same time: "Grab it and run." "Put it there," chimed in the waitress, extending her hand.

Conductor Dick Rowe was working the front end of Conductor F. E. Schuler's run. A lady boarded and as the car started she discovered that she was going in the wrong direction. She exclaimed, "How am I to know which way you are going when there is a conductor on each end of the car?"

Uncle John, over KHJ "We will now have another selection by the Hawaiian Railway quartette."

Conductor C. L. Adams has negotiated a trade with Conductor H. W. Dyson of Division Four, and is now a full fledged member of that division, having a run on the "P" line.

Motorman J. T. Daly is happy once more. His old run on the "N" line came open and he bid in. He has been working on the "J" line several months, but he always had a hankering to get back home.

Conductor H. N. Mullendore is taking a ninety-day vacation.

### DIVISION FIVE

FRED MASON

Conductor Vic Wolfe likes his eggs straight up and his bacon over, but that was not the reason of his spending quite a lot of time in the restaurant across the street. It was the pleasant little girl who brought on the bacon. Viv decided that she'd make a good cook so last week, after visiting the parson and saying "I do" he signed her up for life. Good luck to you, Vic.

Conductor Art Vreeland is off on a sixty-day leave of absence on account of his health.

Conductor Frank Adams and Motorman Jimmie Ward, all slicked up, Jimmie wearing his dollar \$75 diamond, were going downtown together last week. Big Harry Goodman of the mechanical department, got on the car somewhere along the line and joined these two in their chatter. When Frank got off the car, Harry yelled: "So long, Frank, when yer goin' back ter Chicago ter peddle fish?" and a girl in the rear said to her friend: "I thought I'd seen that fellow before somewhere."

Conductor H. L. Raines is confined to the Queen of the Angels Hospital, Belleview Avenue, and would like to see any of the boys.

Glad to see Conductor Tom McDonald back on the job again after a long sickness.

### BUS DIVISION

ELMER WOOD

Operator C. E. Holcomb is reported to have been stranded on the culvert at Eighth and Hope Streets when he got too close to the curb. "This is the first time it ever happened," Holcomb said.

W. S. Campbell relates going to the Miracle Play ticket office and buying four tickets costing him \$20. When the next customer in line was asked "How many?" he replied, "I was going to buy two, but I think I'll only take one now."

Former Operator George Rosen is breaking in on the back end of the street cars now.

### GARAGE NEWS

The story Ted Mason tells of how he broke his finger sounds fishy to some of the boys who know him.

Off with the old and on with the new—such is the case with the mustaches of Clarence Marine and Erland Hansen. Clarence looks peculiar without his and Erland's is very becoming.

### DIVISION THREE

L. VOLNER

L. L. Hansen, conductor, and J. Hansen, motorman, have resigned to go north. Say they will either work in ship yards or on the street cars. We wish them the best of luck and expect to see them back by next winter.

Conductors V. S. West and G. W. Scott were granted a ten-day leave of absence for "personal business." It is rumored they have bought out Ham's Cafe and if that is the case, we wish them success. Both are very friendly and accommodating young men.

Motorman F. Hart was badly bruised by an auto at Lincoln Park and was taken to the hospital, but is now at home.

The new tables are appreciated by all the boys and especially by Motorman Young, who always wants some one to get up to give him a seat at a pinochle game. The mirror in the lavatory is also a new fixture. Dan says if we could only get two new stoves we would be sitting pretty.

The clock had stopped, was the reason Conductor J. Lewis had three days' vacation from his run. When told by the clerk his run was gone he could hardly believe his eyes when, looking at the clock saw he was exactly one hour late.

Last Monday we had three glorious meetings. The talks by Mr. Collins were greatly enjoyed and the good advice given is sure to bear results. At the evening meeting an old employe came back "home." Mr. R. Hilf, late of the police department, was introduced by Mr. Dye as an old buddy of more than twenty years ago.

### Introducing New Men

The following men were sent to their various divisions during the week ending Wednesday, January 26:

To Division One, Motormen H. A. O'Neill, C. W. Morris; to Division Two, Motormen P. J. Murphy, R. L. Moore, Conductors H. E. Ahlstrom, F. E. Johnston, D. E. Bradshaw, W. R. Nichols, S. Finn; to Division Three, Motorman C. M. Pettus, Conductor D. M. Hardwick; to Division Four, Conductor P. F. Chestnut; to Division Five, Motormen H. A. Biddle and H. M. Stout.

### DIVISION TWO

E. A. MOXLEY

"Daddy" Pierce, who is in the Roosevelt Hospital suffering from an accident received while flagging, wishes to be remembered to the boys and would like to have some of them visit him while he is confined.

The "heavy" work performed by Motorman H. F. Nelson last week in the office necessitated his taking a "rest" which was had in the form of an automobile tour to the southern regions. San Diego and "other points" were among the itinerary. He arrived home safely.

The office force was among those who couldn't keep their feet still when the orchestra started its enticing numbers, and chiefest among them was our rotund clerk, C. F. Paine, who was seen swaying rhythmically to the music. Needless to say, the meeting was enjoyed by the men, and Mr. Collins is to be congratulated upon his helpful and pointed address.

J. L. Morefield has been granted ninety days leave and has taken his wife to Oklahoma to visit some sick relatives.

Our genial stenographer, H. T. Hansen, who was home for a week with an eye trouble has returned to the fold.

Watch inspected?

### SHOPS

JACK BAILEY

The flashlight picture of the amateur tryouts were B. O. We will have another entertainment soon and if you boys will hold Joe Cuevas back so he won't block the picture, we will try for another.

W. Thun, truckman, took a day off to see the Catalina swimming race and took five days to rest up after the excitement.

If you smell rubber burning it's that fake cigar Frank Dyer gave to Bert Timbs. Bert fell for the cigar, but it was just a false alarm like Frank's wedding.

What have you, or repeating only what we hear, a well founded rumor goes its rounds concerning two bashful boys who were asked to entertain two young ladies visiting the city over Sunday. The would-be shies accepted the invitation, but upon starting out they lost their courage and fled to the great open spaces, an aviation field. Here they took several daring flights. They had that kind of courage, but when it came to facing the opposite sex, well just ask A. G. Sundeen and R. L. Sloan of the E. R. Department, how that affects them.

R. Catherman, shop material man, has been off for some weeks due to illness.

F. J. Rappe, of the air department, who lives near Division Three, sauntered out and casually boarded a car. He loaded his pipe, unfolded his paper and leisurely sat in thought. We wonder what he thought when he awoke at the S. P. Shops. Fred will probably never be the same after falling off the front porch.

H. V. Cocker, cabinet maker, who was recently transferred to the mill, has left the service. Good luck in your new achievements, Harry.

Our deepest sympathy is extended to Charlie Rizuto of the paint shop, upon the death of his father, who recently passed away. His father had just passed his seventy-first birthday.