



When Cars Run Late

W. H. Snyder, Assistant Director of Traffic, has been watching the actions of the trainmen since the beginning of the year, and says that while he believes motormen and conductors are doing their utmost to co-operate with the supervisors, there are instances of faulty operation which should be remedied:

"Occasionally there are one or two cars on some lines that consistently run late. By this I mean they are running much later than other cars on the same line and under the same conditions. This causes 'ragged' service and long headways at times, also bunching of cars. When a car is from three to five minutes late on a scheduled headway of five minutes on a line the car that is late is doing almost twice the work that it should do, and perhaps by the time it reaches certain points along the line there will be one or two cars following close behind that should be doing part of the work that the late car is doing.

Here teamwork between the crews should be exercised, as you all know that patrons who have been waiting for the car will always want to get on the first car as they are anxious to get to their destination. Usually the car is crowded and more time is lost by allowing waiting passengers to board. Conductors can easily save time by asking passengers to take the next car, which they are willing to do as a rule if they can see it close behind. Many times they will not notice the second car unless their attention is called to it. Many times the late car disrupts the service so that it is necessary to turn a car back to adjust the service in the opposite direction, when it could have been avoided had the crews worked together and the late car got out of the way of the following cars by dividing up the loads.

"In most cases cars have enough 'lay-over time' at terminals to get there and depart on time, even if late.

"There are some motormen who still take a chance on running ahead of time after seeing a supervisor at some point along their line. After passing him they think they will 'let her run' and pass the next time point ahead of time, perhaps thinking they are cheating the supervisor and the man following them. Here is where they are all wrong, as they only cheat themselves. Sooner or later they are caught and demerited for it. They are the losers in the long run.

"Let's be square shooters and do our work right at all times. Shoot square with the supervisor and he will with you."

Conning Tower And Crossing



Standing, left to right: A. Miller, W. G. Cleveland, A. F. Baldwin, A. K. Miller. Seated: Guy Whiting, A. S. Jarvis, J. D. Smith, H. H. Baxter.

These fellows have all worked in high positions—that is, at an altitude of several feet—in towers, and some of them still have a somewhat elevated position in the two remaining towers still in use.

In the back row is Albert Miller, who works traffic at 3rd and Main. Miller is a native of Illinois. He is now in his twenty-fifth year of service with the Company.

W. G. Cleveland works the 9th and Main tower in the day-time. Cleveland is an old-timer having had years of experience as switchman and brakeman on the steam-roads. He came to California in 1894 and began as gripman on the old cable cars and later, when the lines were electrified, he was engaged as switchman.

A. F. Baldwin works traffic at 2nd and Broadway. He hails from Minnesota and has been with the Company since August, 1899. Baldwin put in five years as motorman and later as switchman.

A. K. Miller works traffic at 1st and Broadway. Starting in 1904, Miller was a motorman at Division One. Later he went to Division Two and from there to Division Three. Miller has won a reputation as an efficient information bureau along with his duties as a traffic man.

G. E. Whiting is Towerman at 9th and Main, nights, and has been with the Company since January 17, 1903. He hails from Portage, Wisconsin and worked as a telegraph operator for the C. & N. W. and Santa Fe Railways for a number of years.

A. S. Jarvis is from Missouri. He started with the Company the first time in November, 1906, resigned, and later was re-employed in June, 1920. He is Night Towerman at 2nd and Spring.

J. D. Smith is an old railroad man. He has had considerable experience as brakeman, conductor and fireman. Smith came to Los Angeles in October, 1901, and entered the service of the Company as a motorman. Smith has been a Towerman since 1904 and is at present working days in the tower at 2nd and Spring.

H. H. Baxter hails from Pittsburgh, Pa. In April, 1918 he started with the Company as Motorman at Division Three. On November 1st, 1922 he was appointed Regular Towerman at the Plaza. At the present time he is working traffic at Temple Block.

We Dance Tonight!

Don't forget the dance tonight!

All preparations have been made for a delightful evening of entertainment to be followed by dancing at Foresters' Hall, 955 South Olive Street.

Get the habit and come along. You will enjoy it and it will be a treat for your family. It does not cost you anything but your time and that will be well spent. The show starts at eight o'clock, as usual.

Let's go!

Club Holds Record Affair

The first Ladies' Night of the year, given by the Square and Compass Club last Saturday, February 18th, was a huge success, with the attendance breaking all records of any meeting since the Club was first organized. Over three hundred and fifty people, members, their families and friends, filled the Green Room to capacity to be entertained by one of the finest, if not the finest show ever given by the Entertainment Committee, of which C. V. Means is Chairman.

Hy Meyer, formerly an Orpheum headliner, literally brought down the house with his musical monologues. Others on the bill were Jack Waldron, Pianist; Madeline, Soprano Soloist; Francis Meichel and Company, Hungarian Violinists; Jimmie Willis, the "Beautiful but Dumb" Saxophonist; Stanley and Day, two beautiful girls in a musical duet, and the Hubbard Sisters in an acrobatic novelty.

From the applause received, it was evident that the entire bill was very well received, and it is hoped that another program of this nature can be arranged for some future meeting.

As a fitting climax to a delightful evening, refreshments were served in the Banquet Room.

The Los Angeles Railway Orchestra furnished the opening music of the evening.

Score Two More For Larys

Two victories for the Larys!

They punished the Los Angeles Motor Coaches to the tune of 17 to 6 in a heated game of basketball at the Sentous Junior High School last Monday, February 20th. Foster's team of yellow jackets out-buzzed the Coaches.

Several fans were on deck and noticeably among them was Foreman Morse of the Motor Coach Division.

The second victory came in the defeat of the Title Guarantee in a 15 to 10 score.

It was a fast game and the Larys proved that they can take two games in rapid succession. This contest was played at the Franklin High School on Tuesday, February 21st.

The next game scheduled is with the Pacific Fruit Express Company on Thursday, March 1st, at the Franklin High School. Now that the Larys are going good, give them a boost. It makes them feel that somebody cares. The game starts at 8 p. m.

Repairing Crossing

The Engineering Department is at work repairing, tamping and surfacing the crossing at Pico and Hill Streets.

~ TWO BELLS ~

Published Every Saturday by and for Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager
W. T. Shelford - - - - - Editor

Send In Your Story

THIS is not a new story. You have heard it all before, but it is a true story just the same.

Two Bells is your paper. It should be and can be the expression of each one of you. We, try as we may, simply cannot be all-seeing and all-knowing. It is impossible for us to be everywhere at one time and we have to have the co-operation of each and every department, and each and every employe. Every one of you has some story that belongs in Two Bells. Each one of you has his own way of seeing a thing and his own way of telling it. That is what we want. A paper that is left to the same person week after week is in danger of developing into a one-man band. It is liable to show the marks of an individual view-point.

A great many of you have already seen yourself in print. It's rather a satisfaction, too, isn't it? No two members of our Los Angeles Railway family have the same ideas on the same subject, and even if they had, they would be sure to express them in different ways.

Now why can't each one of you consider yourself a Reporter and drop us a little note telling of any happening of interest in your vicinity. We can imagine that you are saying that we could never publish all the material—well, maybe not, but we could surely use the best, and too much material is far better than too little. Lack of space is hard to overcome, we'll admit it—but you furnish us the news—the space is our job.



LARY LAFFS



Little Nellie's mother was entertaining the famous aviator. After he had finished a thrilling story, little daughter sighed deeply and said:

"I've clear forgot how it feels to sail through the air."

"Why, Nellie," said her mother, in a shocked voice, "you were never in the air in your life."

"Gracious! Mamma, have you forgot that the stork brought me?"

Willie (observing leopard at zoo)—Mother, is that the dotted lion that the insurance man was telling you about, when he loaned his fountain pen to you?"

Mary H. Smith (endorsing her pay check at the bank window)—"You have forgotten the H," the banker explained.

Whereupon Miss Smith took her check and said: "Ach, so I haf." And then wrote hurriedly: Age—Twenty-three.

"Bredren," said the colored preacher "you have come to pray for rain. Bredren de foundation of religion am faith. Whar is yo' faith? You comes to pray foh rain and not one of you brings his umbrella."

Coachman: "We are now passing the oldest saloon in the Dominion of Canada."

He: "Why?"

Alf: "When I 'its a man 'e remembers it."

Bill: "When I 'its a man 'e don't."

A travelling salesman, when ordering his breakfast, said smilingly to the waitress: "I'd like to have an egg and a kind word."

In due course, the egg arrived, but with it came no remark from the girl.

"This isn't all my order," he protested.

Whereupon she leaned over and whispered in his ear: "Don't eat the egg."

Chocolate Bar: What am dese here dark specks in dis here oatmeal?

Dusky Man: Keep youh coat buttoned. Dem dark specks in dat dar oatmeal am dese here things dey call calories.

"Fadder," says Sonny Finkelstein, "vas all your peoples vell-to-do?"

"Nein, son," replied the elder Finkelstein, "I say dey vas not; dey vas most very hardt to do; believe me, dey vas."

Traffic Officer (reproachfully): "Young lady, do you know anything about the traffic laws of this city?"

Fair Motorist: "Yes, a little. May I help you?"

Small Boy: "Whatcha paintin', mister?"

Artist: "The old house over there."

Small Boy: "Well, it sure needs it."

Bill: "Have you heard our suspender song?"

Pete: "No; how does it go?"

Bill: "It All Depends on You."



BOUQUETS



Left to right: Conductors A. J. Vreeland, O. A. Croxdale, J. F. Bray, E. G. Koller, Conductor-Line Instructor C. C. Lee, Conductors J. S. Ennis, J. A. Ganann

Conductor A. J. Vreeland of Division Five, Conductors O. A. Croxdale, J. F. Bray and E. G. Koller, of Division Two, and Conductor-Line Instructor C. C. Lee of Division One, are commended by Mr. J. M. Mack, whose letter is quoted: "When riding the cars a few days ago, I could not help but notice the courteous, cheerful manner in which these conductors performed their various duties. The railway is to be congratulated for its good judgment in employing such men as these."

For Conductors J. S. Ennis and J. A. Ganann, both of Division Five from Mrs. I. May Throop, who writes: "Please extend special bouquets to Conductors Nos. 2700 and 3194 for their very courteous treatment of an elderly woman who was taken past their stop through no fault of theirs."



Left to right: Conductors W. P. Durbin, R. C. Hawkins, Motorman P. G. Roberts, Conductors G. C. Parsons, S. D. Selby, J. D. Sweeten.

For Conductor W. P. Durbin of Division Five, and Conductor R. C. Hawkins of Division Three from Mrs. Susan Higdon for their never-failing courtesy to passengers, willingness to give information and cheerful manner.

For Motorman P. G. Roberts of Division Three from Miss Edna Heyen for his courtesy, consideration and pleasant manner to all his patrons.

For Conductor G. C. Parsons of Division Three from Mrs. B. F. Jones for

his courteous and obliging manner in advising her regarding transfer points.

For Conductor S. D. Selby of Division Two from Donald Chalaire for kindness in lending him car fare.

For Conductor J. D. Sweeten of Division One from J. W. Coulter for his courtesy in coming to him and giving him the extra change, when he dropped a quarter in the fare box by mistake. Mr. Coulter concludes: "Being a native of Los Angeles, I am proud of our railway system."

A Crooning Lullaby

"I Hear You Calling Me" was dedicated to Instructor I. C. Acuff the other morning in the wee small hours, and it took a large sized police officer to inform him of the dedication.

Acuff being on a short wave length at the unusual hour, wondered what it was all about. The following ensued:

Traffic Officer: "Is that your machine making all that racket back there?"

Acuff sleepily yawned that he did not know.

Traffic Officer: "Well, have you a machine directly in back of your house in the garage?"

Acuff said he had a car back there.

"Then go back there and 'tend to it," gruffly replied the officer, "we can't have that racket at this time of the night."

So, Acuff, still wondering what it was all about, went back to the garage and found the horn on his flivver blowing full blast, caused by a short circuit. Knowing the peculiarities of Lizzie, it did not take him long to find the cause of the song at midnight and with the end of the ballad, all was peaceful again and he went to bed.

This is a wonderful age. They are using ratskins and catskins for shoes, and orange skins and banana skins make excellent slippers.

The difference between humility and servility is that one is insured by a warm heart and the other by cold feet.

They Say

The blackest scandal brain e'er wrought,
The vilest tale with falsehood fraught,
That filled the hearer with dismay,
Was prefaced by the words—"They Say."

Whene'er the scandal mongers meet,
Their venom'd stories to repeat,
They'll preface all the foul array
Of slanders with these words, "They Say."

"They Say" has wrought more grief and shame
Than other words that tongue can name;
Wrung more poor hearts with bitterest woe
Than tongue can tell or pen can show.

"They Say" has blighted many a life,
And set the dearest friends at strife,
Made discord frown where peace should smile,
Made virtue seem the blackest guile.

"They Say" has placed the outcast's brand

Upon the noblest in the land;
To dire despair a poor soul driven,
And lost it happiness and heaven.

"They Say" has dimmed the fairest fame

And blackened many an honored name;

Bowed low with grief the guiltless head,

And smirched the memory of the dead.

—Henry H. Johnson

The measure of a man is the degree of success required to give him a swelled head.

Bulletins

ISSUED FEBRUARY 25, 1928

Street Car

NO. 25—NOTICE TO CONDUCTORS

Referring to use of United States Special Delivery Messengers Badges, as indicated in Paragraph No. 9-A on Page 8 of the 1928 Instructions to Conductors.

Such badges numbered from 1 to 115, inclusive, may be honored, except that badges Nos. 12, 16, 24, 28, 36, 46, 52, 55, 66, 67, 79, 87, and 90 are reported as being lost, and should not be honored for transportation.

Make miscellaneous report in case any of the above numbered badges are offered.

NO. 26—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 39535 issued to Fireman Roscoe S. Creed is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

NO. 27—NOTICE TO CONDUCTORS

The following passes lost during the months of January and February, 1928, have not been recovered:

639	4340
741	4717
1498	4939
1814	6218
3756	4509
4152	

P. B. Hill

Change in Policy

In an endeavor to simplify matters for those who desire to reply to advertisements appearing in Two Bells, we are discontinuing the use of numbers and instead are publishing the names and addresses of the persons advertising.

For Sale

Professional Piano Accordion; Italian make; cost \$375, for \$200; in splendid condition; also Five-Tube Radiograph, like new; cost \$125, for \$25. Motorman W. J. Cripps, Division Three.

At Sacrifice to Close an Estate. Five room house, wonderfully well built, with hardwood floors, cement porch, patio, etc., on one acre near Hawthorne. Large garage with tool room; chicken houses, fruit trees, etc.; land faces on two paved streets, one a boulevard. Sell for \$5900. Cost \$8500. Apply W. H. Stevens, Room 200, Los Angeles Railway Bldg.



The above illustration of the most difficult feat of administering a huge Eskimo pie to a helpless victim has been kept in cold storage since the last heavy snow. The scene is Big Pines, the cast of characters, with the exception of Frank Gerrard, is recruited from South Park Shops. They are, left to right, Cecil Gerrard, Arthur L. Gerrard, Harold Shelford, Frank Gerrard and Sid Ormston, as the helpless victim.

Little Barbara Wright Is Winner Of Hawaiian Trip

We ask you confidentially now— isn't she sweet? She is little Barbara E. Wright, eight-months old daughter of Conductor K. F. Wright of Division Three.

With the buttons on his vest strained to a breaking point, "K. F." proudly announced that Barbara is the winner of the Daily News-Metropolitan Theatre Perfect Baby Contest held recently. She is rated as 98.5 per cent perfect, according to Dr. A. V. Nasatir, Superintendent of Child Welfare for the City Health Department. Thousands of babies were entered in the contest, and the occasion was held over a period of time to definitely determine the most perfect baby in Southern California.

The prize awarded is a trip to Hawaii and return for Mrs. Wright and Baby Barbara on one of the palatial liners that ply between that port and Los Angeles.

During their absence "K. F." will have a wonderful opportunity to be housemaid and cook. Wright has been with the Company since April 1st,

1923, and has established an excellent record as a conductor as well as being a proud daddy to a prize-winning baby.



New Tie Tamper Tamping Ties



If the noise were recorded along with this picture, it would give you some idea of the activity of Foreman Sam Bevilacqua's gang working on Pacific Boulevard in Huntington Park, and the part Tie Tamper No. 21 is contributing in furnishing compressed air to the pneumatic hammers that pack the rock under the ties.

This new tamper is made up of compressors and motors which were formerly Tampers Nos. 1 and 2. These units have been reconditioned and mounted on a discarded White chassis. The tank capacity has been largely increased and the former belt drive has given way to a new gear drive.

Six lines of hose may be used at the same time, and each line takes care of two hammers and in this manner twelve hammers can be operated simultaneously.

This new unit has been put on a big job and is a valuable acquisition to the Engineering Department.

Division Assignments

To Division One: Motorman A. P. Bradshaw, Conductors J. J. Kuns, Jr., J. F. Laverty, M. G. Pursel.

To Division Two: Motorman J. B. Hall, Conductors G. W. Williams, G. Lawrence.

To Division Five: Conductors M. L. Parker, W. M. Alward.

Legal Questions

Q. What effect does the sale of a partner's interest have upon the partnership?
B. L.

A. It dissolves the partnership, whether the transfer is by voluntary conveyance or by sale under execution.

Q. What is a judgment roll?
S. W.

A. It is a collection of all papers in an action, from the complaint, to judgment, which are required by law to be preserved and filed by the clerk of the court and is called a judgment roll.

Q. What are the duties of an agent with regard to an accounting to his principal?
M. P.

A. It is a general rule that an agent is bound to debit or charge himself in the account with all moneys and other things which have come into his hands since his agency.

Q. Can a partnership be guilty of a crime?
R. G. M.

A. No, the members alone, individually, could be guilty.

Q. May ownership in a trade-mark be transferred?
T. M.

A. Yes, in the same manner as personal property.

Q. Explain the difference between property held as joint tenants, partnership, tenants in common, and community property.
J. W.

A. A joint interest or joint-tenancy is one owned by two or more persons in equal proprietorship by a title created by a single will or transfer when expressly declared in the will or transfer to be joint tenants.

A partnership interest is one owned by several persons in partnership for partnership purposes.

Tenancy in common is an interest owned by several persons not in joint ownership or partnership.

Community property is property acquired by husband and wife, or either, during marriage, when not acquired as the separate property of either.

In a tenancy in common each tenant owns a proportionate share of the property which descends to his heirs or devisees. Under a joint tenancy there are no shares, the tenants each own all, and in case of death the survivor inherits all.

Q. Should I go prospecting and find gold in paying quantities on patented timber land (land that is good for nothing but the timber) without permission of owner, what could owner do to me? Would Government give me a right to hold claim for gold? If I am willing to give owner a royalty?
J. R. H. and J. C.

A. Proper answer cannot be given unless exact location of land is given as on patented land the owner generally has last say except where the Government has mineral reservations.

Fair and Forty

The "220 And Over Club" (weight, not age) has been raiding the Uniform Department, according to Dick Windsor, Manager, who states that for the past two weeks the yardage has decreased considerably in consequence. Those responsible were not fat but just pleasingly plump. Prominent among them was Motorman E. C. Yarger who was fitted and had his uniform delivered in twenty-two minutes. Yarger likes the uniform and service, and Dick Windsor admits that the Uniform Department aims to give service, with the slogan: "We are leaders, not followers."

A Tale of Woe From Conductor Haynes

A miscellaneous report from Conductor L. C. Haynes operating on Line "N" tells how he solved the problem of why he had been short in his turn-in three times within a few weeks. He had a rush hour load and had his back turned to the fare box, helping passengers to board. His changer was hanging on the fare box. Suddenly he heard his changer clicking and turned around just in time to see a young man jerk his hand away from it and drop it to his side, closed. Now, while he did not see the man take the money, he was morally certain that he had it, because the click of the changer was unmistakable.

Conductor Haynes's advice to conductors is never, under any circumstances, to hang a changer on the fare box.

Hanging anything on the fare box is a practice that should be discontinued by all conductors, as there is a possibility of much loss in this way. For instance, bus tickets are sometimes hung on the fare box and the loss of these tickets is just the same as a cash loss.



Division Two

E. A. MOXLEY

A few days ago as a woman and her small child were leaving the front end of Motorman R. R. McFall's car, the child exclaimed, "Oh! Mother, look at the baby Motorman."

Motorman H. J. Flaherty stopped his car the other day to pick up a nice shiny nickel. As he bent over to pick it up, his watch dropped out of his shirt pocket and crashed to the pavement. It cost him six dollars and a half to have it fixed up. Don't know what kind of luck you could call that.

Conductor E. L. Wilson laid off the last part of the run he was working on the twentieth, and was married to Miss Florence Jones. Congratulations.

The small son of Clerk B. I. Derry was injured Monday at 48th and Hoover. It was necessary to take five stitches in his head, but he is getting along fine.

Conductor O. A. Palmer is home from the hospital. He feels very weak and is not sure when he will be able to return to work, but here's hoping it won't be long before he is back on the job.

Conductor C. E. Lange who has been sick for several weeks is up and around, but isn't feeling so good.

Motorman J. A. Godwin is getting along pretty fair after a long siege of bed and crutches. He is able to stand on his bum leg for a short time, but it is pretty weak.

Conductors L. C. Welch and R. Wilkins are still missing on the "H" Line. They are about the same.



Division Five

FRED MASON

Motorman H. A. Reeves started out on a seven days' vacation last Monday to see the world from behind a steering wheel. He bought himself a Chevrolet Coach and spent the first three days in learning to drive. During these three days he used one gallon of gasoline. That sounds like an economy run. He has only pulled one boner though, and that on his first day. At 54th and Western he went against the signal and had to back up, and, naturally, got out to put up his front trolley and change handles.

Motorman H. V. Cage likes his vacations early. He's off for a couple of weeks just going here and there.

We've got a motorman who never will forget February 22nd, Washington's birthday. He has four children and they weren't sure whether school was going to be open that day, so his wife asked him about it. He replied "Gosh no. What, go to school on Washington's birthday?" The kids got a holiday and when he got in off his run he got h—

Today is pay-day, so just to make the world look brighter, we'll ask you, "Have you paid your income tax yet?"

A very tough looking individual was walking past the switch shack a couple of days ago, displaying one of the best "shiners" seen on this side of the city by a long count. After the guy had got well out of hearing distance "Heine" Heinzman said "Gee, but that bird has got a great eye for color."

Don't forget the dance tonight.



Division One

H. N. COLE

The well known champion pinochle players, Conductors Paul Huppert and G. W. Wagner, have come out of seclusion and are at it again. For quite a while they have not been heard from and it is thought by some of the boys that they were in seclusion to perfect a new code of signals. Any way, they beat three games out of five in a series of games played with their most antagonistic rivals, namely, Motormen Tom Forrester and Bill O'Hern. They are playing all comers and are walking away with almost every game, showing they are in good form.

Conductor Lee Adkins says when he gets on the other side he hopes he will be able to find a chess game going on. He comes down about an hour before his run pulls out every morning and gives a yell and immediately you will see Register Clerk T. D. Noteman join him at the table and both are happy.

Motorman-Line Instructor F. R. Jones is taking advantage of the lull in breaking in students, and is taking ten days off to rest up.

Motorman J. H. Alexander is walking around all dressed up. He is taking ten days off.

Conductor George Evans who has been on the sick list for ten days, reported for duty last Wednesday.

Motorman J. T. Daley of the "N" Line is reported quite ill, having been on the sick list for several days.

Motorman I. J. Madsen, who has been on leave for about thirty days has reported for work. He is looking fine and is rarin' to go.

Conductor C. O. Graham, formerly on a day run on the "R" Line, has bid in an early night run on the "N" Line.

Conductors are warned to keep their eyes open and their hands on their changer, as about nine-tenths of the conductors out of Division One have been touched for sums of from two to eight dollars at a time, and some have been robbed as many as three times.



Division Three

L. VOLNER

Conductor L. F. Barnes is on the sick list on account of blood poisoning in one of his hands.

Motorman Hansen is off duty suffering from an attack of the flu.

Conductor Cisney is off for a few days having his tonsils cared for.

After five days off duty on account of a bruised leg. Conductor F. C. McKibbin is once more on the job.

The smiling face of Flagman "Bill" Bailey has been greatly missed from his regular posts on San Fernando Road and the boys were wondering just what was wrong. He has been suffering from appendicitis but expects to return this week.

Conductor G. C. Rowe has returned from Neosho, Mo., where he went to attend the funeral of his father who passed away a few weeks ago. Mr. Rowe expects that his mother will come to California for an extended visit in the near future.

Conductor Frank Mead has discarded his crutches and expects to return to duty in the near future. While entertaining the children at a recent Christmas party, Frank suffered a painful bruise.



Motor Coach Division

ELMER WOOD

The best boner of the season was pulled by Operator F. W. Barnes "Doby" and his Conductor, A. F. Munsell. They were given Coach number 1009 the other morning and Munsell mistakenly seated himself in coach number 709 which was standing next to 1009 and began making out his cards. Barnes rushed out of the Division, jumps in 1009 and went for Fifth and Hill. When "Doby" crossed Twelfth and Main he discovered his Conductor was missing, so stopped and looked to see if he was on top, underneath or running behind. Not being able to find him, he proceeded on to the line terminal. Munsell became alarmed when his Operator failed to pull out 709 and upon inquiring found he had already left so caught the following pull out and joined "Doby" at Fifth and Hill.

Who was the Operator seen running east on Sixteenth Street the other morning with his putties under his arm and his shoe tongues flapping. Let's all guess. It's a usual occurrence, eh, what?

Supervisors C. R. Bowe and W. R. Terry will resume their regular shifts March 1st. You can easily guess which one is sorry and which one is glad.

Operator C. D. Waters is now on a thirty days' leave of absence.

Garage News

J. O. Doerr, Mechanic on the First Shift, is glad to be back at work after having the mumps for two weeks.

Mechanics J. C. Hiestand and D. G. Cutlip from the Second, and L. Hargrave from the Third Shift, have all been transferred to the First Shift.

We take pleasure in introducing the following new men: S. G. Adams and E. Bowlin, both Mechanics on the Second Shift. S. F. Smith, formerly in the M. of W. Department, has transferred to the Garage and is also on the same shift.



Division Four

C. J. KNITTLE

E. E. Johnson Batting for C. J. Knittle

A new cafe has been opened across the street from Division Four by Mrs. C. Roach, wife of Motorman Cockie Roach. It is known as the Service Cafe, and Cockie says it's going fine.

Alex Cameron is back on the job again in the Mechanical Dept., after being off a couple of months with a broken arm, the result of an argument with his "flivver."

Motorman M. L. Hart has taken a week off to visit a small town in a nearby southern republic.

Motorman J. B. Keller is taking sixty day to go east on business.

Another new automobile is to be added to those parked in front of the Division each day, namely Motorman M. M. Auferheide with his new Hudson Coach.

Motorman R. P. Beckman is on the sick list and is expected back soon with a lot of new china to replace the teeth he had pulled.

Let us have those pictures of the kiddies, that home, or that fishing trip, for Two Bells. Bring them in to Ye Scribe and they will be returned to you safely and it will be appreciated by everyone.



Shops

JACK BAILEY

Truckman E. G. Sundeen has returned after being on the sick list for several weeks.

An Irish surprise party was encountered at the home of Mr. and Mrs. Tom O'Connell last week-end. Many of Tom's fellow electricians were there with their friends. Those in persons of E. H. Ormston, S. J. Hickson and J. C. Schnell are well known at the Shops.

Electricians M. Weller and R. Sloan survived a fifteen minute endurance flight over the city last Saturday.

Truckman Roy Baxter was called home one day last week on account of a bursted water pipe. That's something to get all wet about.

Electrician H. Heuer was off the first part of the week on account of illness.

W. Kirby is on the Truck Shop sick list this week.

With about ten minutes to finish the job, we have Painters C. Caringella stepping on it and C. A. Fisher in it. Not taking time to make a fuss, Caringella uses the Fisher shoe for a paint bucket while the latter finishes the job barefooted. This was quite a treat for the onlookers.

The South Park Store

Now listen folks while I have the floor, And hear the inside facts about South Park Store.

You'll find everything here to make street cars, And keep them running without any jars.

Benjamin Bradfield is the Foreman mild, He's always calm and never gets riled. Randy, the Rec. Clerk, is just the other way, For he loses his temper at least once a day.

Mr. Greenwood, the Stock Clerk, is busy all day, He finds plenty to do with no time for play.

Mr. Kieffer has charge of Section One, It's easy as pie and lots of fun.

Section Two is in capable hands, Mr. Adolph Armstrong fills all the demands.

Section Three is handled by Mr. Goy, Don't make him mad, he's a great big boy.

Folks, step right up and meet Mr. Gray, He runs Section Four just across the way.

Turner De Baun has Section Five, He likes to dance and he likes to drive.

And now for the office personnel, Really, there's very little I can tell. W. T. Reynolds is the busy Chief Clerk, The letter "W" stands for work.

He has an able assistant on either side, Couldn't find better if you looked far and wide.

Mrs. Reynolds and Mrs. Hobson rate a high score, Hard labor from eight till half past four.

—Contributed.