

# TWO BELLS

Vol. III

AUGUST 7, 1922

No. 10

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

## Praise For Courtesy Sets New High Mark

### QUICK REPAIRS END POWER SLUMP

Quick repairs were necessitated at the University substation when a motor generator burned out Friday, July 29, and curtailed service in a part of the southwest district. Twenty-five cars were held during the afternoon rush and some reduction was necessary Saturday morning owing to the lack of power. Service was restored to normal Monday.

The electrical department is making good progress with the wiring necessary for the operation of the new Melrose automatic substation. This is an extensive job and is requiring a large quantity of new material.

The foundations have been laid for the West Adams automatic substation near West Adams and Hobart and the walls will be started this week.

### C. A. Park Fighting To Regain Health

Condr. C. A. Park, who has been in the hospital at the Soldier's Home in Sawtelle since Jan. 18, tried to stage a come back last week when he went to work flagging, but he soon found out that he wasn't well yet, so back to the hospital he went. He says he is going to try it again very soon.

### Company Employes Enjoy Monthly Dance

Although vacations slightly reduced the number of employes attending the monthly dance, July 29, those who were present had an enjoyable time. The entertainment was very good. Owing to Motorman R. C. Lindsey of Division Four being out of the city, the "amateur night" act he and Conductor F. W. Deuber, of the same division had planned, was deferred.

### SHIELD GIVEN MODERN KNIGHTS OF CHIVALRY

The fair ladies of the auditing department bestowing a reward of gallantry upon Conductor R. F. Ridell, representing Division Three. From left to right they are Dorothy Mundon, Pauline Leavitt and Myrtle Green.



### JULY COMPLAINT SUMMARY

| Classification                | June | July | Gain or Loss |
|-------------------------------|------|------|--------------|
| Discourtesy                   | 50   | 40   | -10          |
| Fare and Transfer Trouble     | 69   | 61   | -8           |
| Starting too soon             | 13   | 13   | ---          |
| Passing up passengers         | 10   | 14   | +4           |
| Carrying passengers past stop | 9    | 15   | +6           |
| Dangerous operation           | 5    | 4    | -1           |
| Short-change                  | 6    | 4    | -2           |
| Miscellaneous                 | 29   | 25   | -4           |
|                               | 191  | 176  | -15          |
| Commendations                 | 33   | 62   | +29          |

### Dickey Entertains Stranger in Home

Conductor J. T. Dickey, reports the arrival of 8½ pound girl at his home. Congratulations and thanks for the smoke.

The man who frequently goes "up in the air" seldom goes very far.

"Who," asked the professor of the student, "was Homer?"

"The guy Babe Ruth knocked out," was the reply.

"I had a drink of real moonshine the other day."

"How was it?"

"I find I can get about the same result if I kiss a spark plug when my motor is running."

### TRAINMEN CUT COMPLAINT TOTALS

Praise of the general public for street car service and the courtesy and efficiency of individual trainmen reached the highest point on record last month. Sixty-two commendations were received. The second highest month is December, 1921, when 42 written bouquets were presented by passengers.

The jump from 33 commendations in June, to nearly double that number in July, is regarded as fine indication that trainmen have rallied from the slump that for the past few months brought in a considerable number of discourtesy complaints and comparatively few commendations. The discourtesy complaints in July totaled 40 as against 50 in June.

There were 176 complaints of all kinds registered in July as compared with 191 in June. This is a reduction of 15. There was an increase of four over June in the charges of passing up passengers, and an increase of six in complaints of carrying passengers past the stop, but in all other classifications there was a reduction.

Division Three trainmen received the most commendations of the five divisions and may be classed this month as the kings of courtesy.

The report as a whole, and particularly the reduction of discourtesy complaints, brought forth the heartiest praise of officials.

Condr. R. F. Ridell, representing Division Three, received the shield and flowers from the main office folks as an expression of praise for the good work done. The flowers were graciously provided by O. W. Schnider, florist, whose establishment is at 212 West Fourth street.



## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### Greeting The Stranger

LOS ANGELES has a reputation for hospitality that is a definite factor in the city's prosperity. Aside from the commercial angle, every citizen of Los Angeles who earns his bread and butter in Los Angeles should have an active interest in seeing that spirit of hospitality maintained and increased.

All persons connected with the street railway have a good opportunity to assist in showing hospitality, as many strangers get their first impressions of Los Angeles on the street cars.

This is especially true on cars which serve the depots. A large number of the persons who board a car at the depot with a suit case or two are absolute strangers. Others may have been in the city for a few hours some time previous, but all appreciate help in locating hotels or connecting car lines.

Some questions which strangers may ask, seem foolish and enough to prompt a discourteous laugh or a curt reply, but put yourself in their place—in a strange community and dependent on strangers for information—and you will realize how much hospitality and courtesies are appreciated.

The depots are busy places when trains arrive. It takes an extra effort to handle passengers' fares and transfers, to look out for grips and answer questions. It is worth an extra effort to try and watch where passengers who want a particular hotel or transfer point are sitting or standing and to let them know when they arrive.

It is a service that is not made a part of the official rules, but it is a service that should be given. It is certainly appreciated by strangers.

### WATCHMAN SHOOP DIES SWIMMING

It is with regret that announcement is made of the sudden death of O. W. Shoop, recently watchman at Division One and for 20 years motorman at Division Two.

Mr. Shoop went in the swimming pool at Venice, July 30th, and evidently had a stroke, as his body was found some time later. Division Two men extend their sincerest sympathy.

### On the Sick List

The following is a list of men who have gone on sick leave recently:

#### DIVISION NO. 1

Conductors—C. Q. Hewitt, 517 E. 25th St.; R. R. Hunsaker, 1005 Hillvale Place.  
Motormen—G. L. Ker, 3226 Gleason St.; J. E. Nielson, 1831 Merrill Ave.

#### DIVISION NO. 2

Motormen—E. B. Clark, 631 E. 46th St.; B. Wolfe, 118 E 64th St.

#### DIVISION NO. 3

Conductors—W. S. Shields, 1035 W. 23rd St.; J. O. Murch, 3430 Dayton Ave.; H. A. Strawn, The Virginia; G. M. Boyd, 143 W. Ave. 34; F. B. Love, 5131 Monte Vista Ave.; J. H. York, 142 W. Jefferson.  
Motormen—L. F. McGinty, 5153 Hayes Ave.; M. A. Snow, 2612 Idell St.; F. L. Leadbetter, 3225 Post St.; E. C. Upthegrove, 211 So. Ave. 18.

#### DIVISION NO. 4

Conductors—W. S. Shields, 1035 W. 23rd St.; G. F. Memmers, 921 S. Grand Ave.; M. A. Grigsby, 760 Ottawa St.  
Motorman V. R. McGregor, 1516 Georgia Street.

#### DIVISION NO. 5

Motormen—J. I. Mullins, 3837 Maple Ave.; N. Harris, 602 Euclid Ave.

The world loves a fighter, but is has no use for a quitter.

### L. C. MORTON'S WIFE DIES IN ARIZONA

The many friends of L. C. Morton, of Division One, learned with sorrow of the death of his wife in Arizona July 25. The body was sent to Los Angeles and funeral services were held last Monday, with burial in the Odd-fellows' cemetery.

Mr. Morton has been in service since 1908. He was division clerk but left five months ago to take up work in Arizona, hoping that the climate there would benefit his wife. Mrs. Morton is survived by Mr. Morton, three daughters, two sisters and a brother.

The following card of thanks has been received by Two Bells from Mr. Morton:

*We feel deeply grateful to the management of the Los Angeles Railway, to the Co-operative Association, and to the boys of Division One, for their beautiful flowers, assistance, and sympathy shown us in our recent bereavement in the death and burial of our dear wife and mother.*

L. C. MORTON and daughters.

### L. A. Ry. Exhibit For Trade Show

A Los Angeles Railway exhibit is being prepared by the Public Relations department for the California Pageant of Progress and Industrial Exposition, which opens in Exposition Park, August 26.

The posters and materials shown will deal with some of the interesting facts about street railway service. Those who attend the exposition are invited to look at the booth.

## BULLETINS

Issue Aug. 7, 1922

BULLETIN NO. 116  
Notice to Trainmen

Sometime during the night of July 31, the license plates. 10959 P. S.—were stolen off the Ford roadster which is used by the Supervisors' Department.

Trainmen are requested to watch out for any machine bearing this number, and if noticed, report to the Emergency Supervisor as soon as possible.

BULLETIN NO. 117  
Notice to Conductors

The following passes have been found:

3661—issued to Conductor C. C. Bloom, reported lost in Bulletin No. 115.

4478—issued to Motorman P. Jaksich, reported lost in Bulletin No. 115.

BULLETIN NO. 118  
Notice to Conductors

The following passes are reported lost: 1546—issued to Amanda Johnson, Car Cleaner, mechanical department.

4854—issued to Conductor C. D. Millhorn, Division No. 1.

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

BULLETIN NO. 119  
Notice to Trainmen

When east and westbound at 6th and Vermont, cars must not double the intersection when Traffic Officer is on duty, as there is not sufficient room between the cars to make it safe for the Traffic Officer. Eastbound cars will have first right-of-way under such conditions.

*P. B. Hill*  
Supt. of Operation.

### License Plates of Famous Fliver Stolen by Night

It was a dirty trick whoever did it!

Such is the unanimous opinion of supervisors who have ridden in fair weather and foul, at night and by day in the famous emergency flivver, Queen Elizabeth.

In the dark of the night, some miscreant sneaked up on the old girl and stole the license plates P. S. 109-59, and a bulletin has been issued asking all trainmen to watch out for the numbers.

If the thief had been content to take the battery, headlights and tires and drain the gasoline for good measure, it would not have been so bad. He might even have taken the whole car if he had left the license plates behind—because they cost \$8.80.

### How to Keep Caps Neat and Clean

Here is a beauty hint for trainmen, given by the uniform department.

When you lay your cap down, do not lay it down with the top on the table, chair or bench. In doing this, the cap usually slides an inch or two, and this wears the edges. This is particularly true of caps with the ventilated tops. If you have not time or a chance to hang the cap up on a hook, place it on the table with the peak down, as it can stand the rub better than the top.

A little care will avoid frayed edges and continue neat appearance.

The smallest investment is in a pleasant smile. It brings the largest return.

## SERVICE IDEA AWARDS TO BE GIVEN AUG. 14

Announcement of the July awards for best suggestions for bettering service will be made in the next issue of Two Bells, according to R. R. Smith, assistant superintendent of operation.

A conference of operating department officials was necessary to pick the winners as a large number of suggestions were received and many possessed special merit.

The plan of offering cash rewards has proved an effective means of bringing out ideas that may benefit service without extensive expenditure of capital. It is considered by company officials that the men who actually operate the cars and are in constant contact with patrons are in the best position to see what improvements need to be made and how they can be made.

Courtesy is to business what oil is to machinery.

### Gathers Fame In Old Home Village

Condr. E. C. Croughan is back from his "old home town," one of those little Montana burghs which hide behind the depot. Croughan tells some good ones. At a barn dance one evening a bunch of farmers crowded about him to hear about Los Angeles. "I heard you was the trolley car conductor," ventured one, and Croughan explained that there was more than one trolley car in Los Angeles, in fact there were over a thousand. "Well you manage one of 'em, doncha?" he asked. "Yes," replied E. C. "And you collect the fares and give out those slips?" queried another. "Sure do," answered our hero. "And you boss the feller who runs it and govern the movements of the car, doncha?" broke in another. "Yes, Hi," agreed E. C. "By gosh, sonny," exploded a Methuzaleh, as he patted our hero's back lovingly, "you did fine, dintcha?"

You can boost yourself if you boast less.

### MISS CALDWELL IS GIVEN WATCH

Miss Esther Caldwell, in charge of the tabulating room of the auditing department for two and a half years, has resigned to go east. Before leaving, Miss Caldwell was presented with a wrist watch by her friends in the department. The presentation was made by R. O. Crowe, auditor, who spoke highly of Miss Caldwell's capabilities and voiced the regret of the company over her resignation.

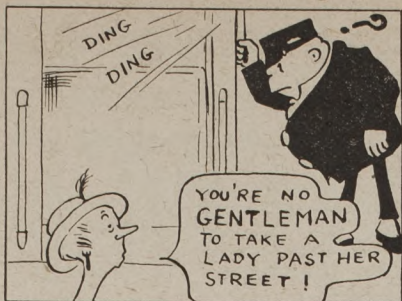
Miss Nellie Cleaver, who has been in charge of the comptometer department, is promoted to the additional duties of supervising the tabulating work.

Three-fourths of the mistakes a man makes are made because he does not really know the things he thinks he knows.



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Mtr. G. C. Hanson, Div. 1

Mr. R. B. Hill,  
Dear Sir:  
About a month ago a friend of mine, Mr. Martin Hauser, requested me to call your attention to motorman 713, who was at that time working on car 549, run 18, West Sixth Street line.  
Mr. Hauser said this motorman showed more solicitude concerning the welfare of the patrons of the line, and through them the interests of the company, than any motorman he had ever ridden with; his manner being continually gracious, and his solicitude for the safety and accommodation of the passengers was never wanting.  
I regret the delay in this matter—I overlooked my memorandum.  
Yours truly,  
E. L. LEWIS.

## Billy Snyder an Orator? ASKED TO ADDRESS ARMY But Force Totals 22 Men

"Billy" Snyder, the genial district supervisor, just can't keep away from street cars even when on vacation.  
During his recent roamings in search of peace, rest and diversion he came into a small community not so very many hundred miles away from Los Angeles and it has a street car system.  
The system consists of eleven cars and twenty-two trainmen. Billy made his way to the car house and got in conversation with the master mechanic, the head switchman, timekeeper and

chief of the supervisor force and says he is a fine fellow. The master mechanic, head switchman, timekeeper and chief supervisor was very much interested in learning tricks of the trade from Billy and perhaps they got mutual benefit.  
The visit was terminated suddenly when the man of many jobs asked the visitor to address the army of trainmen. "What do you want to do; pull all the cars in to let the fellows hear me talk?" asked Billy, but he did not wait for an answer as he streaked away from there.

## On The Back End (Contributed)

A new trainman usually finds trouble on all sides. The other day a Div. 3 motorman pulled a Garvanza run into Division 4. He found himself in an awful pickle then. He did not know how to get home. Foreman Boyd tried to help him out. (He let him look in the telephone book.)  
\* \* \*  
R. A. Eisenhart, of Division Five, tells this one on himself. He was in the city doing some shopping and had occasion to visit a 5 and 10c store. While waiting on a clerk he removed his hat and was wiping the perspiration from his brow when another customer walked up to him and said, "Pardon me, Mr. Floorwalker, but will you kindly direct me to the ladies hosiery department." And "Izzie" did.  
\* \* \*

## A Car Man's Dream

By Mtr. L. M. ERICKSON, Div. 5.

Two car men named Ding and Dong,  
They always seemed to get along.  
They were always happy and dressed so neat,  
And loved everybody they met on the street.

One night they dreamed they were in heaven,  
They could hear the angels sing.  
"What can I do for you, my man?"  
They said to Conductor Ding.

"Oh, I'd like to ride in the Golden chair,  
Where the angels don't have to pay any fare,  
Where you drink the cream and eat the honey.  
That's the place to work and save the money."

To Motorman Dong it was no surprise.  
He said, "I don't like it in paradise.  
I would be satisfied with crackers and cheese  
If you will let me go back to Los Angeles.

"You can have your Heaven and Angels so fine,  
I am sure there's no place like the L. A. Line,  
While I am well and am alive,  
All I want is to work out of Division Five."

D. L. Frye has just announced to the Entertainment Committee of Division 5 that he is planning a stunt for the company show. Says he will Loop the Loop in a ring of Bologna.  
\* \* \*

Tourists from Hickville and points east, two women boarded a northbound car at Hill and Fifth and asked Condr. D. D. Briggs where they got off "to get that car they pull up the hill on pulleys." Briggs notified them when they came to Angels Flight at Third St. They were sitting on the side of the car opposite the entrance and exit. One of them said: "All right, conductor, open this door (indicating the closed door on the inside of the track) and let us out."  
\* \* \*

### RADIO ON THE CARS?

Two women were talking on a south bound Moneta Avenue train, operated by Motorman D. L. Patterson, who, amongst other good qualities, possesses a fine voice, and therefore was amusing himself singing, just loud enough so the two ladies could hear him, one of them said, "Why isn't that lovely, the Street Railway Company are now putting radio on their cars, to amuse their patrons, see the receiver up there, she continued, pointing to the overhead switch." The other lady answered, "Yes, I saw a car going in the other direction equipped with the same apparatus and that certainly is very nice of the Railway Company."  
\* \* \*

For Mtr. M. Knudson, Div. 5

Los Angeles Railway.  
Gentlemen:  
I have observed a number of instances where trainmen were unusually polite and courteous, beyond that which is usually to be expected or found, and while remembering the number of but one, at this time, will hand a little boost to Motorman No. 621, Mr. Knudson, whom I have observed on two different lines for a long time past. While he was on the West Jefferson line and at present, on the East 4th Street line.  
He is at all times courteous, polite and obliging, and seems to have the best interests at heart, of both his employer and the traveling public, for I have observed that he is very careful in the operation of his car, watches the rear step through his side mirror, and is always obliging in any way not contrary to the rules of the company.  
Very truly yours,  
ARTHUR H. JOHNSON,  
911 West 34th Street.

## Praises Collins Plan for Safety

Editor of Two Bells:

In his article in Two Bells of July 24, Mr. Collins gives some very valuable pointers which should be appreciated.

In regard to what he says about the anticipation of the move that a passenger would make, herein must lie the prevention of alighting accidents.

A frequent reminder of this feature of accident prevention should be of special value to the new man and beneficial to all.

B. E. ALLEN.

## Reception Follows Westcott Wedding

A number of Los Angeles Railway folks were guests at the reception Wednesday night which followed the wedding of Miss Frances Westcott, former stenographer of the Safety Bureau, and Harry E. Roxstrum. The friends gathered at the family residence, 2950 South Harvard boulevard, to extend congratulations, eat up the wedding cake and look over the gifts. Among the wedding presents was a beautiful floor lamp from the office folks. Other useful articles, too numerous to mention, included a rolling pin and other necessities of married life.

### VISITS ARROWHEAD LAKE

"Deacon" Marsh, emergency supervisor, has returned from an auto camping trip to Arrowhead Lake country. His voice sounds a little sunburned over the telephones but outside of that he had a fine time.

### GOING EAST

Miss Dorothy Palmer, of the traffic manager's office, is leaving this week for a trip to Kansas City. She intends to return the latter part of September.

For Condr. T. L. Rhinehart, Div. 4  
Los Angeles Railway.  
Gentlemen:  
No doubt you will be pleased to know that there is one conductor on the West Pico and East First Street car line who is a perfect gentleman, and if there were more conductors like him, it would be a credit to your company, also to Los Angeles.  
His number is 1922.  
Yours respectfully,  
MRS. E. KNOLLER,  
4010 Michigan Ave.  
□ □ □

For Condr. W. A. Price, Div. 5  
Los Angeles Railway.  
Gentlemen:  
I wish to commend Conductor No. 110. On Friday, July 14, as I was riding on Hawthorne car No. 631, at 1:25 p.m., this conductor gave his motorman three bells on the other side of 5th and Broadway. As I have been a conductor I was curious to know what happened, so I walked to the rear platform and saw the conductor helping an old gentleman to the car from the other side of the street. As the old gentleman got on the car I noticed a smile on his face and he said, "I cannot get around like I used to."  
I hope you will give this man the proper credits for this great thing he has done.  
Yours truly,  
F. A. NORDYKE,  
Cash Receiver, Division 4.  
□ □ □

For Condr. K. Masurkwitz, Div. 3  
Los Angeles Railway.  
Gentlemen:  
I want to express through you, my appreciation of your Conductor 980, running today on the 11th Street and Lincoln Park line.  
I was somewhat perplexed as to transferring and routing, as I am a recent resident in Los Angeles. He went to the greatest trouble to find just the right information for me, explaining carefully where I could make connecting transfers, and when I arrived at the first transfer point, assisted me down with much courtesy and kindness.  
All this was done with patience and a smile, during the five o'clock rush.  
Very truly yours,  
MRS. PAGE EATON,  
Alvarado Apartments,  
847 South Alvarado Street.  
□ □ □

For Condr. A. Blish, Div. 3  
Los Angeles Railway.  
Gentlemen:  
I wish to report Conductor No. 2276, car 658, on Eagle Rock and Hawthorne line, for his courteous service that he rendered to an invalid friend of mine.  
Conductor 2276 left his post on the platform, got to the street, and aided my friend upon the car. It was on Broadway at 6th, a busy time of day, but not too busy for the small things which count in this life.  
Hoping this will help his Christmas bonus, I remain,  
C. V. CHAMBERS,  
793 Terrace 49.



# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

On July 22nd, L. H. Vought became so interested talking politics at the barn that when he looked at his watch he discovered he was late for his second relief on run 622, resulting in Conductor Pingry making a trip to the other end and missing out on a good supper. So Pingry became angry and would not believe Vought when he tried to explain all about how it happened. Cheer, up, Ping, just think of the extra fifty cents you will have on pay day.

The crew on the Maple Owl offer here some questions that are asked them about every night.

Do you turn over at Alvarado?

Do you come back?

How can I get home?

Does this car go to Western?

What are your hours?

Where do these Owl cars go?

Why do they call this the Owl car?

Do you run all week? And other questions too numerous to mention.

Old Man Inquisitive Asks: On Pico near Flower there is a store with window signs reading, "Cold Sandwiches," but on the inside there is a display of wooden kimonas or caskets. I wonder what the filling of these sandwiches can be?

Mtr. F. M. Bowen smilingly tells us that he is the proud papa of a nine pound baby boy which arrived at his home some time last week. He is wearing the smile that wont come off.

Foreman J. B. Lair left on his vacation last week and expects to spend his time visiting Catalina and other places of interest. He delights in dropping in every now and then and tells us poor guys at work how nice it is to be a man of leisure.

## DIVISION 4

C. J. Knittle

I must apologize, folks. This column may seem to be losing its kick. Many of our laugh provokers are vacationing "back east" and "up north," but I will endeavor to rustle up at least one giggle a week.

At the Devil's Ball—I mean the employe's dance, Slatford and Goldie wore their ice cream pants, and those striped silk shirts. (Did you see them there?) That's the reason why the ladies didn't go out to get the air. Encore: "Those Home Again Blues."

Operator J. H. McClintock, on leave to Philadelphia, writes that it has rained so much since he arrived there that he has not had a chance to look the place over and requests a thirty-day extension. It was granted.

"Do you go to First and Fresno?" yelled a lady to Condr. Memmers, as his East Fourth car stopped at Third and Main. "Yes, ma'am," answered Memmers. She climbed on. "I was pretty sure you went to First and Fresno when I saw that letter 'F' on the top of the car," she mused.

Scribe Burwick's introduction last issue was quite stunning. (I mean the poem, Lloyd). It stunned the modesty of our pious trainmen over here. But don't feel out of place, old man. Here's one about a girl I saw in Burbank.

*Maisie is a chorus queen;*

*She has one line to say.*

*When the leading man comes on*

*She shouts, "Hip, Hip, Hooray."*

*She draws sixty bucks per week,*

*As on the stage she trips.*

*She gets ten for her "Hooray"*

*And fifty for her "Hips."*

## Who's Who



THE fellow who said nothing is impossible, is a good friend of Conductor W. M. Rogers of Division Three, because he holds out the hope that some day the family flivver will roll out to San Fernando without puncturing a spark plug or getting a short circuit in an inner tube.

Conductor Rogers has been in service at Division Three since 1904 and is known by many veterans throughout the system. He has a dandy ranch in San Fernando Valley. He has raised alfalfa, beans, pigs, cows and five children.

Many of the trainmen of Division Three have purchased garden produce from Rogers, and he is credited with having made a good thing out of his ranch through persistent effort. His flivver is the one thorn in the rosy surrounding for just like a thorn, it gets stuck, often, annoyingly, near home and far from home, and is regarded as the prodigal son of the Henry tribe.

## DIVISION 2

C. L. Christensen

Conductor E. W. Mansfield, who is a young husky, is trying out his luck in the Police Department, having secured 30 days leave for that purpose.

Conductor E. A. Allen has a two months leave to go to Portland, Ore.

Mtr. B. M. Ihrig is taking two months leave to visit friends in Springfield and St. Louis, Mo., Muskogee, Oklahoma; Dennison, Texas and other middle west cities. He will make the trip in his machine, going to San Francisco, and then via Lincoln Highway.

Mtr. W. L. Cole is spending a few weeks at Murietta Hot Springs.

Foreman T. Y. Dickey, Condr. E. A. Moxley and Mtr. E. A. Williams are on a hunting trip in Frazier Mountains.

Condrs. Wm. Schultz and D. M. Wood are taking a few days off to go to San Diego in their auto.

Condr. A. Hill is going to New York to spend his vacation. He will try the new route, via the Panama Canal.

Ed. Lloyd, our highest efficiency man, has secured 90 days' leave, going to visit old friends in Toronto, Can.

Condr. F. W. Godel has returned from his vacation, but not alone; during his absence he took unto himself, for better or for worse, Miss Virginia Kelley, of Los Angeles. A couple of weeks honeymoon was spent at Arrowhead Lake, in the San Bernardino

## DIVISION 5

L. W. Burwick

Condr. Ding: "If I were a shoe and you a stocking, and I rubbed a hole in you what would you say or do?"  
Mtr. Ding-Ding: "I'd be darned if you do!"

Condr. H. J. McDonald must have something on his mind that keeps him from looking the world in the face, for he has been turning his head away from me every time I've passed him for the last week. Might be that black eye that he received on the University line last week.

We are pleased to report that the small child of Conductor H. L. Sugg, who has been dangerously ill for the past two weeks, is now out of danger and recovering rapidly.

Floyd Smith has returned to work after a short vacation. Floyd took a trip up through Frisco, Oakland, and Sacramento, looking over the various street car systems, and still proclaims to the world that the Los Angeles system is the best. Says he enjoyed every day of his vacation except the one when he fell into a cold mountain stream while fishing for trout.

At last, we've accomplished it. One whole day without an accident. Almost unbelievable, but on Sunday, June 30, Division Five operated for a period of twenty-four hours without an accident. Here's a mark for Division Three to beat, if they can.

Condr. Frank Nelson has got my goat several times by asking me questions and calling for his run using the Spanish language, and now I've been informed he is adding another language to his vocabulary. At least I was told that on last Tuesday evening he stood in the yard at Division Five while a female auto-pilot gave him a lesson in Profane.

A. Borman has taken a short vacation to rest. J. B. Dunn is taking 30 days to return to his home in Chicago for a vacation and W. C. Burnett is taking 30 days to take a trip to Utah.

J. W. Nestor, W. S. Campbell, and R. B. Warner have started their vacation the past week.

J. C. Clark, G. R. Pritchett, E. U. Butcher have returned to duty after short vacations.

Condrs. R. M. Fisher and L. O. Ford have resigned to take up other work.

After spending 60 days visiting in the Middle-Western states, Conductor H. C. Stewart has returned to Los Angeles and is again working his run on the "U" line. Claims he has decided that Los Angeles is about the only place in the country, and that our street car system is something to be really proud of.

The young couple will be at home to their many friends at 200 W. 90th Street.

Condr. L. C. Welch, F. W. Baker, A. O. Reynolds, W. W. Reutter, Mtr. J. E. Albert are all on short leave to rest.

Mtr. J. A. Bell is spending his vacation at Yosemite Park, going up via valley route, returning via San Francisco and coast route.

Mtr. E. C. Parsons and A. C. Campbell are working temporarily as supervisors.

Mtr. Geo. Dorfinger has returned from his vacation, most of which was spent in San Diego and Tia Juana, Mexico.

Condr. H. F. Henley spent a couple of weeks in Sequoia National Park, reporting a fine time.

## DIVISION 3

H. A. Russell

Have just returned from a visit of discovery to the "Two Bells" news box and regret to say it was wasted energy, the day being warm it contained nothing but hot air and having recently met Armstrong we were more than supplied with that. What we want is news, all of you are capable of supplying a news item of some kind. Now just see what you can do for next week. Drop it in the box Wednesday night and we will do the rest. So all together, let's go.

We regret to announce the passing away of the wife of Conductor E. B. Peterson, on Thursday A. M., July 27, at the hospital after a long lingering illness. We extend to E. B. our sincere sympathy in his great bereavement. The interment took place at Forest Lawn Cemetery, Sat., July 28. The boys of Division 3, who were able to attend and a beautiful floral piece was sent as a mark of sympathy from the Division.

Mr. Peterson wishes to thank the boys of Division Three for their sympathy and many kindnesses shown him in his great bereavement. He says that it is a time that a fellow needs a friend and he knows now that he has many at Division Three.

The lost Charley Ross never did show up but the lost Condr. Childs did eventually, but only after frantic calls to the emergency hospital and divers places. I wonder where the old boy was. He never did tell us.

Condr. J. Van Kenren is right out after the prize (a fur lined potato masher) for the champion miss-out guy. Two days in succession, ye gods, but the medicine was hard to take.

Mtr. Will Ester, our radio genius, is putting in all his spare time installing radio outfits for the boys and others. As he knows the game, any of the boys in the market for a radio set would do well to see him.

From the appearance of the outside of Motorman Jim Spencer's house the other evening, one would have thought that Jim had gone and got married, but investigation found that his next door neighbor (a motorman at that) is a Holy Roller and was staging a Roller seance, and a howling one at that. Jim was inside cleaning up his Blunderbus, as he says he has got to have some sleep. Hallelujah.

Mtr. I. F. Phillip is working extra on the work train.

Extra Mtr. E. E. Davidson kind of put it over on us. He got a week off and we have heard that the old boy is coupling up with one of Los Angeles' fair damsels. We don't know a thing about it. But we do wish the happy couple a long life and a happy one.

Mrs. Taylor, wife of Mtr. W. W. Taylor and mother of Harry and Jess, has been very seriously ill lately, but we are pleased to report that she is now recovering and hopes to be up in a few days again.

Harry Tupper, the big boy, has returned from his vacation, apparently badly battered up. He claims that he has a dislocated shoulder. Gee, I wonder what kind of a position he got himself into when he was rubbering at those sea shore fairies. It was no doubt strenuous work and something new for Harry.

Dan Handly, P. V. (Phillipine Veteran) is at present taking his vacation, just where I don't know, but I am sure that he will enjoy himself while your humble servant will endeavor to hold things together until he returns. But say, Dan, don't stay away any more than two weeks. I thank you.