

TWO BELLS

Vol. IV

JULY 2, 1923

No. 5

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

New 7th St. Track To Be Built

UNIFORM PRICE INCREASED FIFTY CENTS

Due to the increased cost of materials, the price of uniforms will be raised 50 cents, effective July 1, making the cost for the complete suit \$28. A little more than a year ago, the price was \$30.

The cost of uniforms to the company is from 15 to 20 per cent higher than the price formerly charged, but a large part of this increase has been absorbed by the Co-operative Association, so that the increase to trainmen is only 50 cents.

The price of caps to the company is slightly increased but no advance will be made in the price to trainmen.

Trainmen buying separate coats or separate trousers will pay 25 cents above the former price for each article.

The uniform department announces that hereafter trainmen may have trousers with or without cuffs. The standard style has been without cuffs, but the option is given to meet a considerable demand.

"The best preparation for the future is the present well seen to, and the last duty done."—MacDonald.

Saturday Dance

If you're in want of a jolly good time
With rollicking dance and music sublime,
Be sure and answer the employes' call
To the affairs they hold in Forrester's Hall.
The dance will be a stunning affair,
As all who attend will surely declare.
And don't forget both girls and boys,
That weird saxophone will furnish the noise.

J. T. O'Hara, Div. 5.

Flubb: Has your wife a trusting disposition?
Dubb: No. She seldom gives me credit for anything.—Life.

Los Angeles Leads Again!

Jay Walkers Establish Record

HICKVILLE and Pumpkin Center must modestly take a back seat and give Los Angeles the leading honors—in jay walking.

The undisputed title is established by a new check made under the supervision of Joe R. Ong, transportation engineer, who is conducting a traffic survey for the Los Angeles Railway.

At Seventh and Broadway in the noon hour, when there are more pedestrians on the streets than in the evening rush hour, 40 per cent of the pedestrians move against the traffic signals and dodge through the moving lines of vehicles to reach the opposite curb—or the Receiving Hospital.

In the evening rush hour the percentage ranges from 20 to 25 per cent because there are more street cars and motor vehicles moving and a smaller per cent of pedestrians take the big chances.

A check last Monday noon showed 5707 pedestrians crossed Broadway on the south side of Seventh street in an hour and of them, 2305 moved against the traffic signals. Between 4:40 and 5:40 P.M., 5703 pedestrians crossed at the same point and 1378 moved against the traffic signals.

WILL CHANGE ROUTE OF "S" LINE CARS

The engineering department will start work within a week on double tracking West Seventh street between Hoover and Vermont. Seven-inch, 116-pound Trilby rail will be used with the usual tile drain and heavy rock ballast. This involves half a mile of double track construction and the work will be completed within two months.

When the new Seventh street track is ready, the rail on Hoover, Wilshire and Commonwealth, now used by "S" line cars, will be removed and the cars will be routed to Western avenue over Seventh street to Vermont, thence to Third street.

The change in routing will eliminate the dangerous curves on Wilshire boulevard, which is one of the heaviest avenues of automobile traffic in the city.

The double tracking of Temple street line to Fountain and Virgil has been completed. Only the terminal end of the line on Edgemont between Virgil and Fountain remains single track. Additional service will be given on this line as soon as the necessary four-motor cars are available.

Fourth Son Lands In W. H. Snyder Home

Joe Stork is good to his regular customers and left a 10-pound son at the home of Chief District Supervisor W. H. Snyder, June 22. This is the sixth youngster in the family and puts the masculine section well in the lead with a 4 to 2 score.

"Billy" Snyder has a future as a supervisor mapped out for the latest son. He intends to have Bill, Jr., fill out an application blank next Wednesday when he is downtown to buy a safety razor and be measured for his first suit with long trousers.

Johnny, at Poultry Show—"Let's stay until they let the animals out."
Mother—"They don't let them out, Johnny."
Johnny—"Yes, mother, last night dad told Uncle Bill that they would wait after the show and pick up a couple of chickens."

Coliseum Seating 75,000 Will Be Opened Tuesday

THE railway will be called upon to handle heavy traffic to Exposition Park next Tuesday night for the opening of the Monroe Doctrine Centennial Exposition and on the following days and nights. The exposition will formally open the new coliseum, which seats more than 75,000 people.

Automobile parking will be prohibited on Figueroa street, Santa Barbara, Vermont and Exposition Boulevard, according to present plans, so that these streets will be open for the full use of moving vehicles. Dalton avenue tracks will be used for storing extra

street cars when necessary, and the usual Dalton service will be routed to Third avenue and Santa Barbara. Thirty-ninth street will be closed to all traffic, except pedestrians, between Vermont and Menlo.

As the amount of extra service will depend on the attendance, it may be necessary to ask trainmen to work extras in addition to their regular runs. Many men are glad to earn the extra time, but the division offices always appreciate the co-operation shown in handling heavy traffic.

New Run Plate Dwarfs Dash Sign

The prominence of the new run number plates on the cars has made quite an impression with some passengers, as is indicated by a question asked Motorman W. F. Heffron of Division Three. With the letter sign and dash sign properly in place, a woman called from the street to know if the car went to Eagle Rock.

"The sign says '25' and I don't want to go to Twenty-fifth street," she said.

The car was carrying run plate 25.

"Pay as you go, and keep going."

Saturday Night "R" Service Increased

Saturday night service on line "R" from Eighth street and Grand avenue east, has been increased so that a 5½-minute headway is given until 11 P.M. The former headway was 10½ minutes. The new service produces 312 additional car miles.

"Failure is not the worst thing in the world; the very worst is not to try."

Heavy—She said she would never forget me, and I'm positive she meant it.

Light—What makes you think so?
"I stepped on her foot eight times."
—Minnesota Ski-u-mah.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

City Officials Find L. A. System a Leader

VARIOUS authorities of the street railway industry have rated the Los Angeles Railway as one of the foremost in the country. Additional proof of this rating has been given by two officials of the Los Angeles Board of Public Utilities.

F. A. Lorentz, chief engineer of the board, E. F. Bogardus, a member of the board, have returned from a trip through the east in which they inspected the leading street railways, seeking information to help them plan for the transportation needs of Los Angeles. On their return Mr. Lorentz summed up the situation in the following statement:

"Unquestionably Los Angeles has the best street car service of any city visited, taking into consideration the cleanliness of equipment, neatness and courtesy of trainmen, reasonable fare, service, and the attitude of the carriers towards the public."

To those of us who are not familiar with eastern street railway conditions, such a statement means much. It is very easy to "knock" when cars are crowded in the evening rush hour, but the description of rush hour conditions in other cities which Mr. Lorentz gives elsewhere in his review show that Los Angeles is ahead of many other cities in meeting this and other difficult situations.

Courtesy Recognized As An Essential

It will be noticed that the brief statement mentions the courtesy of Los Angeles Railway trainmen, indicating that experts in transportation business recognize courtesy as an important part of service.

A friendly public will help an individual trainman and a street railway to give the best service. Lack of co-operation from the public has been a cause of many of the difficulties in which street railways of other cities have been placed. Courtesy has passed from sentiment into actual business necessity, and is as necessary a part of successful street railway service as electricity.

Courtesy Keeps Customers Satisfied

An actual dollars and cents valuation of courtesy was given recently in a trade investigation made by a large eastern store. It was shown that 68 per cent of the customers who made a purchase and then changed to other stores did this because of the indifference of clerks. Fourteen per cent bought elsewhere because of unadjusted grievances. Nine per cent were dissatisfied with the service of goods purchased. Five per cent shifted their patronage through the influence of friends. Three per cent moved away and one per cent was unaccounted for. Such a survey, showing that 82 per cent of business loss was due to lack of courteous relations, reveals a startling condition.

Any business, selling transportation service or selling shoe laces, can not continue successful unless it gives the fullest attention to personal service.

Success and Courtesy Proportionate

The report submitted by Mr. Lorentz shows that the average Los Angeles Railway trainman is courteous. It shows that the Los Angeles Railway is successful in giving transportation service under difficult conditions which other street railways have been unable to meet successfully. The relation of courtesy and successful service is too apparent to warrant further comment, except for the thought that for the company to continue successful, service must be continued with courtesy, and as service is extended, courtesy must be extended.

This company will progress and the interests of its employes will be advanced just insofar as every employe on the cars or in the offices recognizes and practices courtesy.

A Safety Prayer

Lord, grant me this, while at my daily task,
That I may never be unmindful of my brother's weal;
That all his erring steps I may foresee,
Forewarn him of a thoughtless act; to ever feel
The wondrous blessing of the sight undimmed,
The gratitude for body clean, unmarred;
Make me alert, let my perception be for him a guard.

Grant unto me that in no home shall come,
Through fault of mine, the reaper grim;
That widow's tears may not be shed, because of him;
That childish eyes may never peer in vain
To welcome back the toiler to his rest;
Make me Thy Servant of Immunity—grant me this,
That he unto the end may go—by Safety blest.

—BY LYNN OSMER.

BULLETINS

Issued June 25, 1923

BULLETIN NO. 110

Notice to Trainmen

As soon as the arbitrary stop sign, now displayed southbound at 53rd and Moneta, is removed, the making of such arbitrary stop may be discontinued.

BULLETIN NO. 111

Notice to Trainmen

Serious complaint is made by the owners of the garage at 3311 South Main Street, regarding misuse of the toilet privileges provided for the benefit of trainmen.

Any further complaints regarding this matter will result in the discontinuing of the privilege, and any trainmen found guilty of improper conduct in connection with the use of this toilet will be severely disciplined.

BULLETIN NO. 112

Notice to Trainmen

The practice of stopping cars at the point of switch when eastbound on 7th street at Broadway may be discontinued and the stop made at property line.

Care must be taken in all cases to note that switch is properly set and that any car making this stop is not permitted to run beyond the property line, thereby blocking the line of pedestrian traffic.

BULLETIN NO. 113

Notice to Conductors

Toilet facilities have been provided for in the rear of the Vaughan Service Station at 8568 Moneta Avenue, and are now available for the use of trainmen.

BULLETIN NO. 114

Notice to Trainmen

Arrangements have been made for toilet privileges and drinking water for the benefit of Operators on line "C," in the grocery store of Mr. A. W. Bruce at 355 North Belmont, and the duration of this arrangement depends upon the good conduct of such men as avail themselves of the privileges.

BULLETIN NO. 115

Notice to Trainmen

Effective July 1, 1923, no trainman will be assigned to position as bus operator, therefore no further applications for such position need be made by trainmen.

BULLETIN NO. 116

Notice to Conductors

Pass No. 1014, issued to J. C. Yarbrough, clerk, Engineering Department, has been stolen. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 117

Notice to Conductors

Please cancel that part of Bulletin No. 109, pertaining to lost pass No. 1018, issued to Wallace Cheetham, Recorder, Engineering Department, as this pass has been found.

P. B. Hill
Supt. of Operation.

"The best thing to give to your child is a good example."—Balfour.

Different Car But Twin Conductors

Extra! "Burke Twins in trouble again."

An employe relates this as happening to the Division One twins, who are working on West "Jeff" line just two cars apart. A colored tourist, riding on that line with H. J. stopped at a drug store, and, coming out a few minutes later, boarded D. P.'s car, which was loading passengers. She looked up and was very much surprised to see apparently the same conductor and car stopped in the same place. She exclaimed:

"Lord, boy, I didn't expect you to hold the car while I did my shopping, but thank you very much."

No doubt there is another tourist satisfied with the L. A. Railway service.

The world looks brighter from behind a smile.

20 NEW CARS AT SOUTH PARK SHOPS

Ten more cars have been received from the east and are at the South Park shops, where the electrical and air brake equipment will be installed.

With the arrival of the second shipment, 20 cars of the 50 ordered have been delivered. The new coaches are being placed in the South Park paint shop as some of the necessary equipment has not been delivered.

A second order of 25 cars, which was placed several months ago is due to be filled next fall.

All cars are of type "H," similar to those in use on lines "S" and "M."

Miss Rossi of the Auditing Dept. Weds

With most of the auditing department present with wishes of happiness and success, Miss Beatrice Rossi of main offices was married last Wednesday to William L. Emmons at the Pico Heights Congregational Church. Following the ceremony, the wedding guests followed the happy couple to their new home where a reception was held.

Introducing New Men

The following men have been assigned to their divisions during the week ending:

DIVISION NO. 1

Motormen—A. L. Chilson, B. T. Hazer, H. J. Rick, Jr.

Conductors—B. Lee, O. Strand.

DIVISION NO. 2

Motormen—W. W. Jones, F. M. Thornton, C. E. Cowdrey, J. C. Prichard.

Conductors—J. M. Lipe, F. P. Otney, J. Gunderloch, H. Cohn, B. M. Deane, A. H. Chilcutt, M. H. Dingman, W. W. Lambert.

DIVISION NO. 3

Motormen—S. Fox, R. Trotter, R. I. Foster, M. M. Warren, W. G. Reeder, C. J. Hedin, C. B. McQueen, F. N. Downey.

Conductors—J. A. Mathews, C. C. Smith, J. D. Conner, H. B. Ward, J. C. McGee, C. E. Connor, L. Howell, H. G. Smith, W. G. Knight.

DIVISION NO. 4

Motorman—J. L. Crofts.

Safety Operators—C. Rogers, J. J. Barrett.

DIVISION NO. 5

Motormen—J. A. Parcells, R. G. Samuelson, E. Devlin, H. C. Banman.

Conductors—E. Watson, F. L. Metiver, H. M. Brown, R. Barlow.

Appreciation

Mrs. J. R. Smith wishes to express her gratitude to the Los Angeles Railway for many kindly acts and financial assistance given her in the nearly two years of her late husband's illness. She also wishes to thank the "boys" of Division Three for the beautiful floral piece and the sympathy shown her.

June 20, 1923.

To the boys of Division Five and the Co-operative Assn. of The Los Angeles Railway Co.

I wish to express my sincere gratitude and appreciation to the boys of Division Five and to Supt. C. A. Morrison for the assistance rendered and the sympathy expressed during this hour of bereavement, following the passing away of our beloved father and husband, J. F. Beswain. Also for the beautiful floral piece.

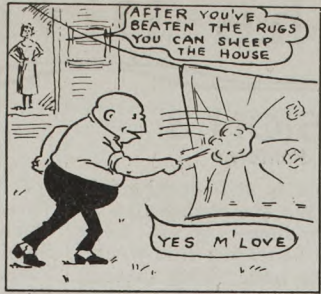
I wish to also thank the Co-operative Association for its help and thoughtfulness.

Mrs. J. F. Beswain and Daughter.

The best thing to give to your enemy is your forgiveness.—Balfour.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. F. S. Leon, Div. 3
Los Angeles Railway.
Gentlemen:

For the improvement of the service and the benefit of the employers and employees of the respectful company you represent, I take the pleasure in advising the following:

Last night, I boarded an "E" car on Broadway at about 6 P.M., and although the car was full to its capacity, I noticed a jubilant feeling amongst the passengers. I really could not understand this kind of atmosphere. Upon investigation, I discovered that it was your conductor whose number was 2364, who completely magnetized his passengers with his benevolence. Personally, a man of wide experience as a student of human nature, I could not help but greatly admire this young man for his courtesy of helping and so tenderly handling women as well as men off the car.

If you think this letter will be of any benefit to your company and to the men it employs, kindly place same in a conspicuous place, so they may read and learn to imitate this brilliant young conductor, No. 2364, whose name I did not secure, and to be convinced that to succeed in any line of work or profession, one must offer to the public his best of service. Therefore, success is service. I am

Respectfully yours,
ANTOINE G. CHERRIS,
R. 1, Box 488, Inglewood, California.

For J. J. Brannick, Div. 3
For J. C. Acuff, Div. 3
Los Angeles Railway.
Gentlemen:

I wish to especially commend Conductor No. 940 and Motorman No. 57, for very special courtesy they showed toward myself and a group of students from the Inglewood High School, Friday afternoon. A majority reached the car in time to board it. Two students, not very strong, were a little behind and instead of ringing the bell frantically and generally frightening everyone, they patiently waited and the conductor helped the two young ladies on the car.

I sincerely hope you will give the greatest number of merit marks to these two men.

Very sincerely,
EMMA M. BARTLETT,
Inglewood High School, Inglewood.

For Mtr. W. C. Bourland, Div. 2
Los Angeles Railway.
Gentlemen:

I have been tempted many times to say a word for Motorman 1433. He is always so kind and obliging to everyone. He is the same all the time.

I never find any fault with the car service, if there is such a thing as not being on time, it is because some of them wait on the public.

Yours respectfully,
MRS. ADAMS,
1040 East 57th St., City.

For Mtr. W. D. Everett, Div. 1
For Mtr. J. P. Kennealy, Div. 2
Los Angeles Railway.
Gentlemen:

I have to report for courtesy Motorman No. 2031 and Motorman No. 1033, both on line "S," that I ride on almost every day.

Thanks for the little paper, "Two Bells." I enjoyed reading it, also the A-Z-U-R-I-D-E. I appreciate both.

Sincerely,
LENA M. LANDRETH,
2703 San Pedro St., City.

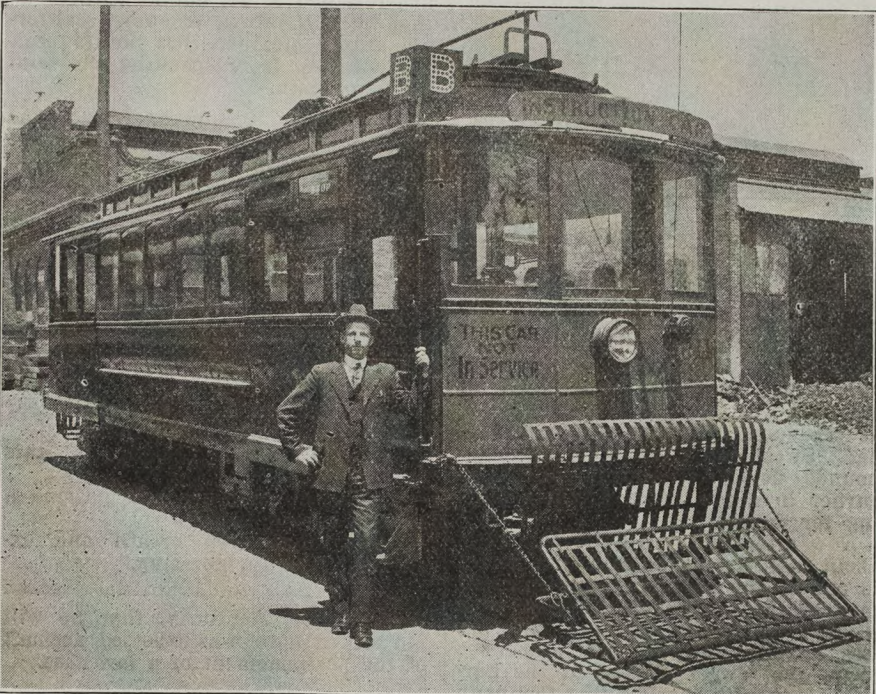
For Condr. A. R. MacDougall, Div. 3
Los Angeles Railway.
Gentlemen:

On the "W" car is a gentlemanly conductor, No. 396, whom I have had the pleasure of riding with several times, and I wish to pay my compliments to him through you. This gentleman is kind to school children—polite to women—and looks after the comforts of all. My very best wishes to Conductor No. 396.

Yours truly,
C. H. GERVAIS,
1575 West 17th St., City.

DANIEL AND THE LIONS DEN

Daniel Healy, lion tamer and assistant chief instructor, at the muzzle end of the "rough edge" instruction car 9011, ready to take on another class of cubs.



"ROUGH EDGE" TRAINING PLAN HERE IS UNIQUE

IN OPERATING a special car for "rough edge" training of new motormen, the Los Angeles Railway follows a system different from that of many cities.

It is the policy here to see that a student motorman has a full working knowledge of a street car before he is assigned to a line instructor to learn

the details of passenger service operation.

The new instruction car shown above is devoted entirely to "rough edge" training for motormen. It is adequately marked so that it will not be mistaken for a passenger car, and the ends are equipped with longitudinal seats so that the students will not block the view of each other.

WATCH INSPECTION REPORT IMPROVED

An improvement in the watch inspection record is noted in a report received covering the month of April. The delayed report compares April and February and shows a decrease of 68 in the number of conductors failing to have their watches inspected and a decrease of 80 on the motormen's side.

Several cases have been revealed where a trainman had his watch regularly inspected, but failed to sign the comparison sheet. As the comparison sheet is the basis of record, it is important that it be signed.

Trainmen are reminded that it is not necessary to have watches inspected by the same firm that issued the first card. Inspection made by any watch inspector and the trainman's card and comparison sheet should be signed in the usual manner.

"A blemish may be taken out of a diamond by careful cutting and polishing, but a word once spoken roughly, is said for all time."

GROUP MOVEMENT WELL ESTABLISHED

The plan of group movement of street cars at downtown intersections has been introduced so successfully that the posters advertising the system have been ordered removed. Excellent co-operation is being given by the public and as a result time is being saved for trainmen and passengers.

Time saving of from five to six minutes is being made in trips through the downtown district and numerous checks have shown "M" cars saving as much as 12 minutes in the downtown loop.

A few cases have been reported in which a fourth car attempted to cross the intersection in a group movement. Three cars is the limit unless the third and fourth cars make up a two-car train, or unless the fourth car is ordered across the intersection by a supervisor or loader.

"Financial success is keeping ahead of most people in earning money, and a little behind them in spending it."

On The Back End

(Contributed)

A Mormon with two wives and nine kids got on my car with six transfers. After making all legal deductions I figured he had to pay 10 fares but he argued this way:

"You allow two kids to ride free don't you?"

"Well, my Josephine comes in with three kids. She pays two fares and two kids ride free. My Louise comes in with three kids and pays two fares and two ride free. I come in with three kids, I pay two fares and two kids ride free. There you are!"

"Frenchy"—Div. 2.

Take Two Bells home to the wife and children. It wouldn't even print the name of Clara Phillips.

Your temper is a fine thing to keep. Don't lose it.

Lady (boarding car): "Conductor, does this car go to 7th and Bullocks?"

Condr.: "No, Madam, to 8th and Hamburgers."

"Waiter," growled a customer at a beanery near a carhouse, "How come that I only get half as much desert today as I did yesterday for the same price?"

Waiter—"Where did you sit yesterday?"

Customer—"Over by the window."

Waiter—"You see we always serve the customers in the front row better than the rest. That's the way we advertise."

Time is only as valuable as the use of it—and a few minutes gained at a sacrifice of attention or courtesy is false economy.

A RANK FAILURE

When Abraham Lincoln was a young man he ran for the Legislature of Illinois and was defeated.

He next entered business; failed, and spent seventeen years of his life paying up the debts of a worthless partner.

Entering politics again, he ran for Congress, but was badly defeated.

He then tried to get an appointment to the U. S. Land Office, but failed.

He became a candidate for the U. S. Senate and was again defeated.

In 1856 he became a candidate for the Vice-Presidency and was again defeated.

In 1858 he was defeated by Douglas.

Just one defeat after another! Fizzle, failure and disappointment!

Did you ever feel like that? Did you ever score a failure?

Remember Abraham Lincoln. He failed.

—From the Flutist.

I want to know if they found CENTINELLA, would they HYDE PARK? Yes, INGLEWOOD.

Professor Carmichael says that the man who smokes is a fool. Professor Carmichael talks like a man who smokes.—Boston Transcript.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

We have noticed lately a strange transformation taking place on the features of Conductor Johnston, (not Johnson) in the form of a thin growth just below the nose and in the middle of the upper lip. It reminds me of a fellow who had just indulged in a nice foamy glass of beer, before he wipes the foam off his lip. We sincerely hope that it will not grow into anything serious.

A student boarded a "J" car the other day and asked if this was not a "U" car. The conductor replied that if he had eyes he could see that there was a letter J on top of the car. The student replied, "Yes, I saw the letter 'J,' but I thought maybe it was a letter 'U' broken in half." Call out the cops.

Some of you old guys at twenty years who want to know how to get young again, just apply to Motorman Steelow for a few pointers along this line. Anyone coming to work along about 5:30 in the morning will see Steelow doing a two-block sprint that would make some of you young bucks sit up and take notice.

Extra Clerk Corson left this week on a fishing trip up in the hills by San Diego. Before leaving Corson promised us all a bass or two on his return, so tonight we are looking forward to that feed of bass—cold storage or otherwise.

Motorman C. S. Ward left this week on a short trip to San Diego by boat. He and the "Missus" expect to be gone about a week.

Motorman J. F. McCormick leaves this week on an extensive trip by auto through the middle west. He expects to cover a few thousand miles in his Star car before returning in the spring.

DIVISION 2

C. L. Christensen

This week's news items from this division might well be titled "From the Cradle to the Grave," as they include the greatest joys and pleasures, as well as sorrows, namely: Birth, marriage and death! Conductor W. H. Fuller reports the visit of Joe Stork recently, who left a lovely baby boy at their home, both mother and baby doing well. We congratulate.

Conductor T. L. Flemming, who recently had a few days off, reports that he enjoyed those few days more than any vacation he ever had. When pressed for explanation, he informed us that he had been tired a long time of what they call single blessedness, so he ventured out upon the great sea of matrimony, and was married June 20th, to Miss Maple Umheofer of Miles City, Montana. Division Two congratulates and wishes the young couple a long and happy married life.

Motorman O. E. Brown recently secured a leave of absence, and we must admit, we were quite surprised, when O. E. informed us of his marriage to Miss Elizabeth Dienfenthaeler, June 27th. Division Two trainmen join in wishing you a happy married life. Thanks for the smokes.

It is with regret that we learn of the death of Motorman G. Shafer, who has been in failing health for several months, and passed away at a local hospital June 25th. G. Shafer had been in the service for several years, and previous to coming to this division two years ago, was a motorman at Division Four. He was a member of the Co-operative Association.

Motorman B. F. Glennin received a telegram from Fairbury, Ill., informing him of the serious illness of his father. A few hours after receiving it, another telegram arrived stating that Mr. Glennin, Sr., had passed away. B. T. secured a short leave of absence and left immediately for the eastern city.

T. C. Strobel left yesterday for Chicago.

Who's Who



THAT look makes Conductor L. L. Sweet, of Division Three, look like he was listening to someone play the saxophone but in reality he is only squinting at the sun. Sweet makes a lot of mean noises with a saxophone himself and was kingpin of the Division Three orchestra that filled in the long waits in the division's show at the monthly dance a few moons ago. Sweet and a few other harmony hounds developed enough talent to garner in a few extra shekels playing for dances.

Now after telling all the bad news about him, it may be said that Sweet is one of the popular young married men of the north side division with a growing family. Before entering Los Angeles Railway service about 4 years ago, Sweet worked at the harbor, being with the Banning Company for a while and in shipbuilding work.

Ill., in response to a telegram, received from Mrs. Strobel, who has been visiting friends and relatives in the eastern metropolis. The telegram informed T. C. of the need of his immediate presence in Chicago on account of the illness of Mrs. Strobel, which would necessitate an operation.

F. Irvine, who resigned a few months ago on account of ill health, secured a position with the switch repair gang, and we are glad to report that his health is very much improved.

Conductor J. L. Morefield, who resigned a few weeks ago, is back at the same old game.

Conductor J. H. Lynch, who was injured several weeks ago, is slowly recovering at the Golden State Hospital. J. H. would appreciate a visit from any of the boys who may have a few minutes to spare.

Motorman P. Fitzgerald has returned to work, much improved, having spent several weeks at Warner Hot Springs.

An uninvited, unwelcome guest recently entered the room occupied by Conductor A. Steffany during his absence and took practically everything of value including money, change carrier and watch.

Motorman and Mrs. W. G. Ferguson will spend the week end, also the fourth at the cabin of their friends, Mr. and Mrs. J. U. Hull, in Palmer Canyon.

DIVISION 5

E. C. Tyler

The boys of Division Five wish to take this opportunity to express their deepest sympathy to "Eddie" Cruzat in this time of bereavement. Mrs. Cruzat passed away June 21 following a severe attack of pneumonia. To the Boys of Division Five:

I wish to express my sincere thanks and appreciation to all the trainmen of Division Five for the sympathy and kindness and for the beautiful floral piece sent to the funeral services of my beloved wife.

ED. CRUZAT, Div. 5.

Conductor J. H. Jackson also writes

DIVISION 3

A. E. Fontaine

Well, well, Cupid is still on the job at this division. We are confidentially informed that Conductor W. P. Leggett is joining the benedicts this week, and will spend his honeymoon motor-ing through Northern California.

We are not acquainted with the young lady, but we are sure that his unerring judgment did not fail him in this instance.

We have lost our niece. Yes, sir, that's just what happened this week. Our niece has gone back home to mother who lives in the east. That is exactly what Conductor Ary Niece has resigned to do, but he assures us that he will return to sunny California next September, that nothing can prevent him from spending the winter here again.

By the way, Conductor Winter has also resigned to go east, but does not expect to return to Sunny California, which means that Division Three will not have Winter next winter.

Conductor C. C. Beyers has been so busy collecting nickels that he has had no time for his honeymoon, but is leaving this week for an extended motor trip through this state, and at the same time expects to find good fishing and hunting.

Overheard on back end while car was passing a cauliflower patch:

Lady—"Conductor, what is this dreadful odor?"

Conductor—"We are now passing a sulphur spring, lady."

Lady takes deep breath and exclaims, "How invigorating."

from Wingo, Kentucky, that he will not return as soon as expected, account of the postponement of a law case.

"Say, but it's fine to have a wife, who not only takes an interest in your work, but in the efficiency of your division," says Motr. J. F. Davidson. The other morning Davidson pulled out without his train number discs, and about 8:15 Mrs. Davidson came up to the window and called for them. It seems that J. F. had got her out of bed to get them for him.

We agree with Davidson and believe that Mrs. Davidson should have about 25 credits.

Motr. W. Atchison has taken a thirty-day leave of absence to rest up.

Condrs. H. J. McDonald and T. H. Carey are back after taking a fine 1500-mile trip to Lake Tahoe and from there to Reno, Nevada. They report that the "flivver" percolated right and that they did not even have to change a tire the whole trip.

Our long-legged but popular friend, "John Stork," has again paid Division Five a visit, this time at the Perkins home. Now Condr. J. Perkins is the proud father of a 7½-pound boy, born June 23rd. Both mother and boy are doing fine and Division Five offers its heartiest congratulations.

An old lady, after boarding an "M" car, sat down, and gazing around, was apparently reading all the signs with much difficulty. Finally she got up and approaching the conductor, said with some dignity, "Conductor, let me off at Safety Zones."

J. T. O'HARA, Div. 5.

A letter received last Wednesday from Condr. W. H. Oliver, states that his mother passed away on June 12th, and he will have to remain in Long Prairie, Minn., longer than he intended. Division Five takes this opportunity to express its sympathy.

Rumors are in the air, but have not been verified to date. However we are hoping that when Condr. Carl G. Lind reads this little announcement

DIVISION 4

Bob Lindsey

I hear that a number of mechanics, (grease rats) have been invited by Earle on a jaunt to Arrowhead Lake, Sunday, in his famous Phord "Spark Plug." They will ride as far as San Bernardino, and walk the rest of the way, as Spark Plug cannot run up grade. All A-b-board.

"I'm sorry, but this bill is so dirty that I'm afraid I can't use it," said the conductor, passing it back to the passenger.

"Well, then," the passenger snapped, "if YOU can't use it, why don't you turn it over to the company?"

If you fellows will draw me to one side I will tell you just what I said on two, get that? TWO different mornings this week, when I got to the barn just one hour ahead of time. And it ain't ambition either, it's just plain reckless manner. I set the alarm clock, I guess. Doggonit.

We take great pleasure in announcing the visit of the Stork to the home of Operator Viellenave, which left a little "Nave," masculine gender, weight seven and a quarter. The mother and father are doing well. The proud Da Da says it sings "Barney Google" most of the night, only you can't understand the words yet.

Will the gent corresponding with Miss Stella Williamson, E. St. Louis, Ill., please mail his letters in the mail box on the corner, and NOT in the Two Bells box. Thank you.

The most noticeable thing about this "hangout" is the smile on Operator H. M. Farr's map lately. It nearly caused us curiosity, but rumor has it that a goodlooking blonde, living in the neighborhood of Boston and Figueroa, is smiling too. The lady was seen in the company of Farr several times. After hearing the division prophet predict a decrease in the 1923 income tax returns, it is quite fitting that we prepare ourselves for a good cigar shortly.

The reckless motorman cannot be a wreckless motorman.

On the Sick List

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

DIVISION NO. 1

Conductors—D. H. Auten, 3539 Garnett St.; F. Johnson, 738½ Towne Ave. H. N. Mullendore, 417 Crocker St.
Motormen—J. N. Smith, 1417½ Pleasant Ave.; N. M. Millea, 660 Ocean Ave.

DIVISION NO. 2

Conductors—E. V. Fiedler, 415 E. Adams St.; H. L. Hansen, 5257 So. Main St.

Motormen—J. M. Phelps, 139 E. 55th St.; J. A. Godwin, 437 E. 52nd St.; E. Clark, 153 E. 53rd St.; A. U. Calvert, 1368 Justine St.; R. Long, 1333 E. 60th St.; F. V. Dennee, Box 322, Hawthorne.

DIVISION NO. 3

Conductors—E. E. Fort, Congress Hotel; R. W. McDonald, 3107 Estara Ave.; E. L. Bledsoe, 120 N. Hancock St.

Motormen—H. Christin, 2660 Loosemore; B. F. Garner, 420 E. 51st St.; G. M. Williams, 2826 Massachusetts; T. Canning, 863 Dexter; L. E. Turner, 504 W. 2nd St.; A. G. T. Fox, 2612 Idell.

DIVISION NO. 4

Motormen—G. H. Shaw, 1815 Berendo St.; J. B. Keller, 1604 Cherry St.

DIVISION NO. 5

Conductors—E. F. Pitlock, 5142 Fourth Ave.; W. H. Clemens, 2309½ W. 54th St.;

that he is supposed to have been married to Miss H. A. Johnson sometime during the past week he will step forward and "fess up." Oh, yes, we smoke any brand.