

### Conductor Helps To Foil Hold-Up



CONDUCTOR A. W. Gilbert, of line U, whose picture is shown above and who has been working at Division 2 for the past three years, played an important part in breaking up a gang of bandits that attempted to rob a bank at Slauson and Central Avenue last Monday.

As Gilbert's car pulled in to the terminal, he noticed the hold-up in the bank and jumped to the dispatching telephone near by, he shouted in the phone "The Bank at Slauson and Central is being held up." One of the hold-up men fired at him, but Gilbert was not in its path.

Dispatchers Tower and Porter called University police station and the Sheriff's office. The quick start that the officers had helped materially in the killing and capturing of the desperate gang.

Conductor Gilbert did a splendid piece of work for which he has been commended highly.

### Pits for New Div. 1 Storage Track Ready

Pits for the new storage track at the north side of the Division One property have been completed and the track is being connected with the curves from the Central Avenue main line. Later a big piece of special work is to be installed at this point to facilitate the pulling in and out of cars.

### Collins at Safety Meeting in North

John C. Collins, supervisor of safety, is in San Francisco attending a series of safety meetings arranged by the National Safety Council. Safety engineers from a large number of industries in California are participating in the sessions. The subject of street traffic safety is expected to come in for considerable discussion and it is in this subject that Mr. Collins is particularly interested.

# Power Must Be Saved

## Instructors To Teach Economy

A definite and thorough campaign for saving electrical power will be started April 7, when five special instructors will cover all lines and divisions to show motormen the methods of economical feeding of the controller.

Although there has been considerable rain in the last few weeks it is not expected that there will be sufficient precipitation during the balance of the season to replenish the supply of water necessary to furnish the needed power the remainder of the year.

#### Instructors Assigned

The instructors who have been assigned to this work are Jack Knight, C. A. Kern, L. M. Runyon, A. E. Russell and J. J. Morgan.

Conferences of engineers representing the power companies, the Railroad Commission and the big users of power, have been held and resulted in the decision to effect power economy. The railway will endeavor to do its part without reducing the number of cars in service as this would work a hardship on passengers and trainmen.

#### Ways to Economize

There are so many ways in which a trainman, who has had his attention called to the matter, may be able to conserve the power, that it is believed a considerable saving can be obtained. One of the things to avoid is the excessively fast feeding of controllers, which results in an abnormal amount of current being used in starting the car. The use of power down grades when the grade is sufficient to enable a car to coast as fast as the principles of safety permit, is another way in which power can be saved, and the operation of electrical switches, unless done in a proper manner also wastes power.

#### Use Road Space

Non-observance of road space rules results in cars, when following other cars too closely, having to make full stops and then starting up again. If the car had been kept coasting at a reduced speed, the making of a full stop could have been avoided, with a great reduction in the amount of power consumed. Improper use of the air resulting in unnecessary applications and releases uses a great deal of power in the pump unnecessarily.

#### Co-operation Urged

The instructors assigned to this work, due to their practical knowledge of operating conditions, will be able to point out to trainmen a great many other ways by which power can be saved. When the trainman realizes the importance of this movement, not only to the public but to himself, the officials expect to meet with one hundred per cent co-operation from every motorman in this movement.

### Special Power Economy Instructors

From Left to Right the Men Are: A. E. Russell, C. A. Kern, L. M. Runyon, Jack Knight and J. J. Morgan.



## 22 Cars Arrive; 20 More Double-Deck Buses Coming

The arrival of additional new cars, which brings the total to 22 within the past month and the ordering of a 1500 K. W. converter to increase the capacity of the Sentous substation, are two indications of the big steps being made by this company to keep up with traffic demands. Added to this, the Los Angeles Motor Bus Company, which is jointly owned and operated by the Los Angeles and Pacific Electric Railways, has authorized the purchase of 20 more double deck buses of the latest type.

At the South Park shops work is being pushed on the installation of electrical and air brake equipment on the 22 cars that have been received from St. Louis. Three more are due to complete the order of 25. Within

four months, delivery is scheduled to start on the order of 100 cars in the 1924 program.

The new electrical equipment for the Sentous substation will be manufactured by the General Electric Corporation. The ordering of this machinery is a part of the 1924 program to provide additional power facilities for the increased number of cars. The building of a new automatic substation at Sixth street and Central avenue, is another part of the power program.

Authorization of the purchase of 20 new double-deck buses indicates that this type of transportation is finding a place in conjunction with the existing rail lines and shows the determination of the street railways to meet the need.

### Track is Cut In On Beverly Blvd.

Operation of the new track on Beverly boulevard between Vermont avenue and New Hampshire street, was scheduled to start April 5. The use of this track will cause a slight change in the routing of Line "H" cars, as they will discontinue the use of track on New Hampshire. In running from the downtown district these cars will turn north at First and Vermont and left at Beverly and Vermont. This will eliminate the duplication of track on New Hampshire, which parallels Vermont avenue a short distance to the west.

### Bus Service on 2 New Lines Asked

Following a request made by residents of the territory between Glassel Road on the Eagle Rock Line and the Avenue 50 terminal of the Garvanza line for bus service, the Los Angeles Railway made formal application to the Board of Public Utilities last Tuesday for a permit to provide this service. A bus was operated over this route for the accommodation of school children some time ago but was removed due to lack of patronage.

F. Van Vranken, manager of the bus division, is scheduled to confer with the city trustees of Huntington Park April 7 in regard to proposed bus service on Santa Fe avenue, which citizens of that community have requested.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Watch For Passengers

SOME of the complaints that come into the main offices indicate points that need special attention of instructors and trainmen. Every man who has any genuine interest in his work wants to see the best possible service provided, and is anxious to see that passengers are satisfied. For this reason some of the complaint letters have a considerable value.

Two letters recently received indicate the need for a close watch on transfer connections at night and the sounding of the gong 30 seconds before leaving the terminal to warn passengers who are walking to the car.

Night cars do not run as frequently as afternoon rush-hour cars, and if a transfer connection is missed it often means that a passenger must wait some time for another car. A little more attention to this detail will save inconvenience for many passengers.

Sounding of the gong 30 seconds before leaving a terminal and observation to see if any passengers are hurrying to the car has been made a part of official regulations by bulletin. Street cars are operated to provide service for passengers and it is the duty of every trainman to see that this service is provided according to the best of his ability.

## Smoker Meeting Helpful

A DECREASE in the number of demerits assessed at all divisions where R. R. Smith, assistant superintendent of operation has made his talks on the Merit and Bonus system, indicates the value of these meetings to trainmen, to the company and to the public.

The smoker meetings have given opportunity for the explanation of many details of the system on which there seems to have been some misunderstanding.

As credits and demerits have a cash value in the Christmas bonus checks it is to the interest of every trainman to learn as much as he can about the theory and the administration of the system.

The company benefits because a clear understanding of the rules and courteous relations with passengers makes for good feeling and friendly cooperation. The passengers benefit because they get the best possible service from trainmen who are thoroughly interested in their work.

## BOUQUETS FOR MONTH AGAIN BEAT DISCOURTESY CHARGES

A DECREASE of 15 discourtesy complaints is the outstanding feature of March summary as compared with February. The total number of complaints reached 214, which is fifteen more than were recorded in February, but 19 less than recorded in January. An increase of 26 fare and trans-

fer trouble complaints last month raised the total.

Commendations exceeded the number of discourtesy complaints by a thin margin of one, but this balance has been on the right side in two of the three months of 1924.

The detailed summary is as follows:

Classification	Feb.	Mar.	Loss or Gain
Discourtesy	83	68	-15
Fare and Transfer Trouble	47	73	+26
Starting Too Soon	21	25	+4
Passing-up Passengers	8	13	+5
Carrying Passengers Past Stop	6	8	+2
Dangerous Operation	2	4	+2
Short Change	3	1	-2
Miscellaneous	29	27	-2
	199	214	+15
Commendations	75	69	-6

## New Parking Lot For Div. 2 Autos

Extra parking space for automobiles of Division Two men has been provided on the southeast corner of 54th street and San Pedro. This step is necessary, as the increasing number of machines has interfered at times with the operation of cars in and out of the car house. The present parking sheds will be continued in use, but when they are full it will be necessary for employees to leave their machines on the new lot.

## Introducing New Men

The following men have been assigned to their divisions during the week ending March 29:

- DIVISION NO. 1  
Motorman C. B. Childress.  
Conductor H. Y. Dickey.
- DIVISION NO. 2  
Motorman T. Newman.  
Conductors—J. T. O'Hara, V. H. Logsdon.
- DIVISION NO. 3  
Motormen—W. P. Russell, L. B. Crank-er.  
Conductors—W. A. Slade, A. A. Harper.
- DIVISION NO. 4  
Conductor D. P. Waggoner.
- DIVISION NO. 5  
Motorman H. H. Kirk.  
Bus Operator R. L. Arnold.

# BULLETINS

Issued April 7, 1924

### BULLETIN NO. 63 Notice to Conductors

Pass Book No. 15425 issued to Fireman C. J. Cordell is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

### BULLETIN NO. 64 Notice to Conductors

The following passes are reported lost: 1724 issued to N. Stemen, Repairman, Electrical Repair Dept.

3199 issued to Mrs. Stella Merriweather, wife of S. E. Merriweather, Conductor Division No. 2.

4516 issued to L. G. Blanks, Motorman Division No. 1.

5298 issued to E. E. Howard, Conductor Division No. 3.

6749 issued to J. O. Mason, Conductor Division No. 5.

6861 issued to J. C. Whittaker, Conductor Division No. 5.

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

No. 7116 issued to D. L. Jenkins, bus operator.

*R. B. Hill*  
Supt. of Operation.

## APRIL 1

The Best of 'em Fall

Traffic Man D. P. Burke did not call up the Zoo to talk to Mr. Lion on April 1, but he was badly stung just the same. D. P. is on the job at 7th and Broadway till noon, when he is relieved by Traffic Man Floyd. Last Tuesday at noon Floyd, in a very serious manner told Burke to call up Mr. Sweeny immediately. Burke ran into a drug store and put a perfectly good nickel in the slot and got his number. No, the boss did not want to speak to him and furthermore he hadn't seen Floyd at all that day. Back to Floyd for an explanation, but no explanation was necessary when he saw how Floyd was enjoying the joke. He realized that it was April 1. Burke swears he will get even with him if he has to wait till April 1 next year.

No matter how clever we are the best of us get fooled at times. This happened when our Foreman J. G. Owens took his engine apart trying to find out why his pre-historic Buick wouldn't start and finally found that some joker had jacked up his rear wheels. 'Twas April 1st at Division 3.

## 4-Min. Rush Hour Cars for Line "E"

Partly due to the enthusiasm of schedule department men who live in Eagle Rock, a new Line "E" schedule has been built and will be in service April 6.

Six full runs are added to Division Three and five trippers dropped. Eight full runs are added to Division Five and four trippers are dropped. All of which means joy to the extra list.

Under the new arrangement all afternoon rush period cars will run through the far terminals in a headway of three and a half minutes. Heretofore this headway has been four minutes on the main line section between Avenue 45 and Arbor Vitae and eight minutes to the far terminals. In the midday there will be a seven and a half minute headway on the main line with 15-minute service to the terminals.

# SMITH SHOWS SOURCES OF DEMERITS

Three well attended meetings of thoroughly interested trainmen, were held at Division Three last Tuesday, when R. R. Smith, assistant superintendent of operation spoke on the Merit and Bonus system. R. B. Hill, superintendent of operation, attended the three meetings and spoke briefly.

Mr. Smith reviewed the principles governing the administration of the system, and gave a few definite examples of the difference between deeds performed in the line of duty which every trainman should consider a part of his job and special deeds for which credits are given. He reviewed the principal causes of demerits and showed why the offenses interfered with good service.

One of the sources of demerits has been careless action in the pulling in and pulling out of the cars at the car houses, Mr. Smith said. Such things as the improper placing of gates and fenders and the passing up of passengers on the first and last trips between the car house and the main line bring numerous reports and demerits.

The meeting was the third smoker of the series, cigars being provided by the company.

## Smoker at Div. 4 Next Tuesday

Division Four trainmen will hear the message of R. R. Smith about credits and demerits next Tuesday. The meetings will be held at the usual hours 10 A.M., 1 P.M. and 8 P.M. They will be held in the instruction department lecture room on the second floor.

This meeting will be a smoker and cigars will be distributed by the company.

Good attendance has been recorded at Division One, Two and Three, and the information given by Mr. Smith is of the greatest value to trainmen. Attendance records will be kept as usual.

## Pacific Boulevard Track Way Curbed

The track department has been placing concrete curbing along the private right-of-way on Pacific Boulevard between Slauson and Fruitland Avenues. At the stopping places, landing zones 60 feet long and four feet wide are being built.

## Appreciation

Mr. R. P. Larsen, Safety Car Operator, Division Four.

Dear Sir:

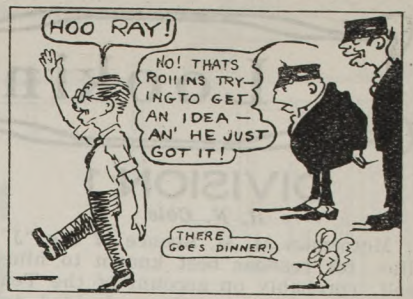
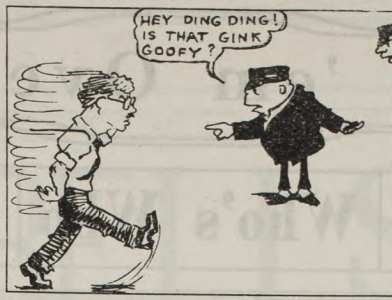
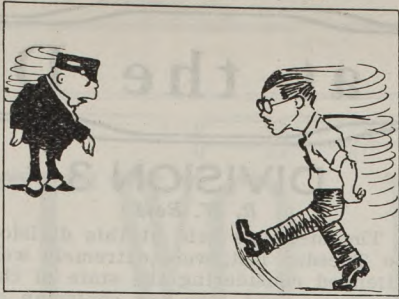
Members of the Main Office Staff wish to express their appreciation for the entertainment provided at 11th and Broadway April 1, by hurriedly stopping your car, and attempting to pick up the pocketbook which was fastened to the pavement, according to an ancient custom of this date.

The employees, who so greatly appreciated your interesting entertainment feature, wish to assure you that the pocketbook was not placed in the street by any one connected with this company.

Yours truly,  
MAIN OFFICE EMPLOYEES.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

For Mtr. F. A. Vaughan, Div. 3  
Los Angeles Railway.

Gentlemen:  
Believing that it is the duty of every good citizen to express appreciation of meritorious services of those who render it to the public, I wish to express appreciation of what I observed today about 11:30 A.M. I was on your West Adams car No. 838 and at 21st and Burlington the water was very high and a lady was marooned high and dry on a corner and no chance for her to reach a street car for a distance of four or five blocks: the conductor No. 2705 stopped the car and wading over to where the lady was carried her to the car. I believe that proper commendation should be given this young man.

HENRY J. TOOMEY,  
Lieut. of Police

□ □ □

For Mtr. E. G. Benedict, Div. 4  
For Condr. R. L. Miller, Div. 4

Los Angeles Railway.

Gentlemen:  
I wish to bespeak a word of appreciation of these two men 3061 and 3196. I have noticed how thoughtful and considerate they are of their passengers—not only efficient—but show marked courtesy toward everyone.

Yours for better service,  
E. K. THOMPSON,

1119 West 4th St.

□ □ □

For Mtr. C. D. Childs, Div. 3

Los Angeles Railway.

Gentlemen:  
I want to call your attention to Motorman 2475 on the "E" car coming into town on to Broadway to-night at about 5:40. An auto swung out of line going the other way and if it had not been for the quick thought and action on the part of Motorman No. 2475, he would have struck the auto—of course he might have killed the auto driver, and ought to be blamed for not doing so.

Respectfully,  
R. J. VALENTINE,  
344 South Grand

□ □ □

For Condr. H. Jones, Div. 2

Los Angeles Railway.

Gentlemen:  
It was recently my good fortune to ride on the car with Conductor 2836. I had never met him previous to that day. The car was filled but he had everyone within sight or hearing in the most jovial frame of mind. His good nature was infectious, his courtesy and efficiency beyond criticism.

Very truly yours,  
MISS E. HOLLISTER,  
109 So. Commonwealth

□ □ □

For Condr. A. B. Moore, Div. 1

Los Angeles Railway.

Gentlemen:  
I want to compliment you on your Conductor No. 10. I had occasion to go to the S. P. freight station and was directed to the passenger station. Your above numbered conductor was exceedingly polite to me in righting the mistake and on account of this I took note of the manner in which he handled his passengers, and was indeed surprised at the courtesy and the interest he took in them. As I rode with him I saw he put forth every effort to please his passengers. I thought too bad there are not more like him for a little courtesy and kindness goes a long way in this hustling old world of ours.

Wishing you a happy and a prosperous New Year, I am  
Yours truly,

MRS. IDA EDMUNDS,

Hotel Thomas,  
533 1/2 South Spring

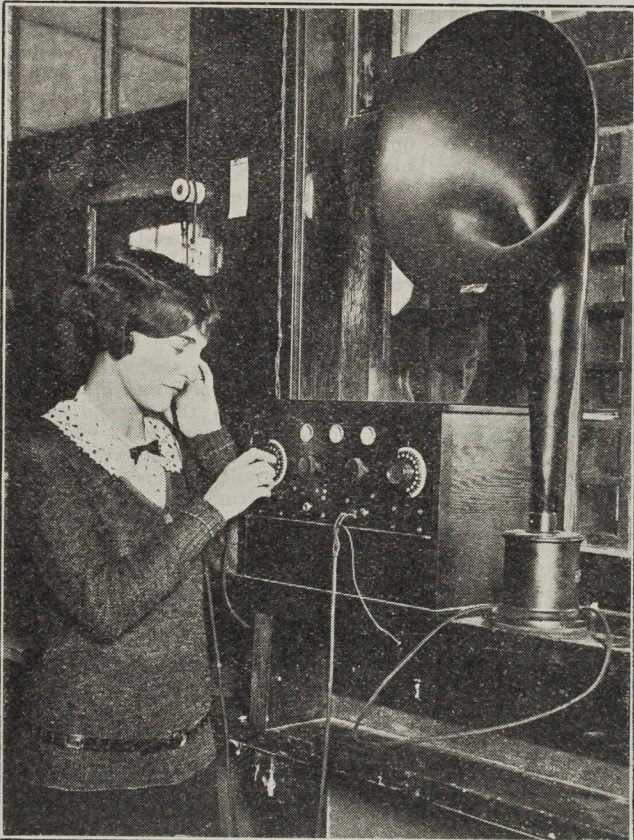
□ □ □

For Mtr. E. W. Knapp, Div. 1

Los Angeles Railway.

Gentlemen:  
Monday A. M. I was a passenger on a car running "in bound" on Whittier Blvd. around 8:30 o'clock. I was sitting on a front seat on the front open section of the car, where I could notice every move of the motorman and was deeply impress-

## Radio Provides Horse Racing Results or Bed Time Stories



Miss Catherine Huffman,  
Learning  
How to Tune  
Out Unwanted  
Radio Pro-  
grams. The  
Next Exercise  
is to Tune in  
One That is  
Wanted.

THE daily radio concerts at Division Five are proving of great interest to trainmen. A loud speaker has been mounted in the waiting room and the instrument board is operated in the office.

Work is progressing on the installation of the sets at the other divisions and soon it will be possible for all

waiting trainmen to listen to bedtime stories by George Ferguson, or the results of the Tia Juana races, as they feel inclined.

Miss Catherine Huffman, of the claim department, looked over the Division Five radio last Tuesday and pronounced it a good piece of work—so that settles it.

## Safety First

It means looking out for the other fellow, looking out all the time, expecting him to do some careless thing.

It means ringing the gong and slowing the car on approaching street crossings and intersections.

It means looking out for kiddies playing in the street; for feeble persons boarding your car.

It means starting your car carefully and feeding current correctly.

It means knowing that your passengers are safely on or off your car before "go ahead" signal is given.

It means that the rules should be closely studied and carefully observed.

It means, last, that "Safety First" must be continuously in your thoughts and govern every action where your fellowman is concerned.—National Safety Council.

ed with his careful and proficient handling of his car.

At a street several blocks from where I boarded the car, a little lady with a baby in her arms boarded the car and this motorman with a look of kindness in his eyes watched her every move through the looking glass and even after getting the conductor's bell, hesitated long enough to make sure that the little lady had a firm hold before starting his car. To add a

little human interest to this, an auto that had been waiting behind, passed, filled with young children and this motorman glanced their way long enough for me to detect a love in his face.

If the motormen are included in your bonus arrangement for courtesy and proficiency, I am sure Motorman 2615 should be a candidate for your consideration.

FRED D. MILLER, Jr.  
628 So. Spring

## On The Back End

(Contributed)

The "grandest" giggle of the week was created when Clerk Ellis of Division Four picked up the phone and with honeyed words asked his sweet lady what he should bring home for dinner. "I don't know," came back a harsh male voice, "this is Division Five."

H. P. Chaffee, who has enjoyed the last six weeks on his ranch in Cudahy, is now recuperating from a kick, not from a mule, but from a well known make of automobile; which he was attempting to persuade to take him to town. H. P. thinks it will only be a short time till he will return to work.

"Yes, ma'am," the motorman assured the fussy old woman passenger, who was worried about the safety of her ride, "I always know if there is any obstruction on the track." Just then the car gave a bump. The talkative motorman jumped out and came back with a stray flivver part that had resposed in the rail groove. "You see, I know," he said "there was one in this very block."

Again that party has been found who spent 45 minutes waiting at Seventh and Broadway for a Heliotrope car and only saw yellow ones.

### THE SAGE OF CALABASAS

Speaking of favorable posts for observation, who sees more than a street-car motorman?

He sees the old ladies who shut their eyes and scoot like hens as they cross Broadway before his wheels; he sees the flappers who stroll across, confident his brakes will hold.

He sees all the kinds of automobile drivers there are. He sees the timid driver who gets fussed and stalls on the street-car tracks; the souze who takes off the car's front step as he tries to whiz by; the driver who cuts between the car and passengers about to board it; the hog whom no amount of gong clanging will move out of the tracks; the driver who doesn't signal and the one who just gives a leisurely flip of the hand as he turns ahead of the car; the driver who gets jammed at the "keep-to-the-right" sign and holds up rail traffic till somebody pityingly lets him by. He occasionally attends the obsequies of the driver who passes a street car on the left.

The Traffic Commission could do worse than to add a couple of motormen to its membership.

And the passengers! Of course, all kinds of people are street-car passengers, and the motorman sees all kinds, including the portly woman who crowds into the smoker's section and glares because nobody offers her a seat, and the nervous old gentleman who asks at Vermont avenue and at every subsequent stop if the car has reached Olive street yet.

He sees more than a traffic cop, for he has a roving commission.

—Edward C. Krauss in L. A. Times.

## Supt. C. A. Morrison Improving Steadily

We are glad to report that Superintendent C. A. Morrison of Division Five, who has been ill for some time, is much improved and we expect to have him back with us in the near future.

# Looking 'em Over at the Divisions

## DIVISION 1

H. N. Cole

Motorman M. M. Spence of the "J" line, for reasons best known to himself, (probably on account of the Tea Pot Dome investigation) decided to economize, and naturally the matter of smoking was the first and the most sensible thing to start on. He figured that if he rolled his own he could save the middle man's profit, and with this end in view he entered a cigar store, and planted down a dime, and called for a package of Bull Durham. The package was passed over the counter with two cents change. Spence commented on the reduction in price, and was well pleased with the start he had made toward practicing economy. The lady clerk remarked in a casual way that she thought the price of BULL Durham would advance pretty soon, and when Spence asked her what she based her opinion on, replied, "On account of the Hoof and Mouth disease."

Former Motorman Hunter, who is now flagging, relates a very interesting experience he had last Sunday. He and his son drove out to a point beyond Hollywood to what is known as "Magnetic Hill." At the foot of the hill the motor was stopped and the car proceeded up the hill, all the way to the top at a speed of seven miles per hour, with no visible reason for its action. We were loth to believe the story at first, but after making numerous inquiries, we have come to the conclusion that it is absolutely true. It is said if you park your car at the foot of the hill and release the brakes, the magnet will slowly draw the car up to the top.

Here is a chance for some of you fellows to break in your flivver to climb hills, and establish a record that may help you to sell it.

### HEARD OVER THE RADIO

Little Richard: "Uncle John, who was the first radio fan?"

Uncle John: "I don't know. Who was the first radio fan?"

Little Richard: "Adam. Didn't he donate 'One bone' for a loud speaker?"

Conductor J. J. Gilmore, who has been on the sick list for several weeks, is reported as improving.

Motorman F. J. A. Sharon is back on the job after being off two months, on account of his wife's illness.

Motorman G. F. Cubberly is still failing to answer roll call on account of illness.

Motorman C. N. McMullen and Conductor C. J. Longwell of the "J" line were east bound at Santa Fe Ave. and Butte Street. It was raining like smoke and just about dark. At this point there is a street light, and on this particular trip Conductor Longwell has acquired the habit of jumping off the car, switching on the light and jumping back on the car. The motorman, on this evening observed that the light had already been turned on and was shining brightly, but the conductor failed to notice this, and through force of habit, jumped off and gave the button a turn, but when he attempted to jump back on the car, he couldn't, because the car wasn't there. It was half way to the next stop.

About this time a passenger had taken in the situation and gave Mac a bell to stop. He stopped and getting no signal to go, looked back and saw Longwell running through rain and slush for dear life to catch the car. "What is the trouble?" asked Mac.

"What do you suppose?" replied the conductor.

"The light was already turned on" said Mac, "and even though it is April 1 I didn't think it was necessary for you to turn it out."

The conductor looked back and saw the street in darkness, and the passengers began to roar with laughter, much to his discomfort. He then turned on Mac and said, "You have made me the goat. I could have gotten by with this if you hadn't told all these passengers that I switched off the light."

## DIVISION 2

By C. L. Christensen

Conductor B. O. Gouse left the other day on a month's leave of absence,

## Who's Who



AS AN idea for a lot of fun, try and start an argument between Grant Clear, the Birney car instruction expert, and S. W. Woods, Birney car expert of the Division Four mechanical department. Mr. Woods, who is pictured above, has been at the Division Four shops nine years or so. When the safety cars came in his life he soon qualified as the air brake expert on this type of equipment, and has held the honors without an argument.

which he secured when informed by telegram of the illness of both of his parents in Houston, Texas.

Conductor S. K. Fair has been working under the supervision of Mr. Paine for a few nights, and is now a full-fledged night clerk.

Motorman O. O. Sanner is breaking in as supervisor.

V. H. Logsdon, who used to have an early day run at this division, resigned about seven months ago to take up other work, returned to us last week; and, of course, is wishing he had his old seniority back. However, he is glad to be back.

Conductor L. B. Searcy is another gentleman who thought he could do so much better in other employment. It only took L. B. three weeks from the time he sent in his resignation till the time he was re-employed. He also had a regular run when he left; now he is the last man on the extra list, following V. H. Logsdon.

Conductor Ed. Lloyd and Floyd Monier, both old timers at this division, have been granted an extended leave of absence. Motorman F. V. Dennee has also secured additional time for his vacation.

Motorman T. H. Neyman is back at work, having recently returned from the east, where he was visiting relatives.

Motorman R. Van Soest made a trip last Sunday to his mountain cabin in the Big Bear Lake District in the San Bernardino Mountains, and found everything covered with a blanket of snow. However, Van and his party enjoyed the trip very much.

Conductor L. W. Warfield was married April 2 to Miss Christine Kimble of Ardmore, Oklahoma. We wish the young couple a long, happy and prosperous life.

## DIVISION 5

E. C. Tyler

Yep! Sorry to say the Division Five Bowlers got badly trimmed by Division Two, but have been practicing faithfully for the return game to be played at the Pekoe-Main Alleys on Thursday evening, April 10, and hope to be able to make a great deal better

## DIVISION 3

R. W. Reid

The meetings held at this division on Tuesday last, were extremely well attended considering the state of the weather. Supt. Dye was chairman of the meeting, and a very interesting and well-delivered talk on the Merit and Bonus System was given by R. R. Smith. R. B. Hill spoke a few words in closing. As promised, cigars were passed around and "a pleasant evening was had by all."

The office force received a postal card from Motorman Mike Wurtz. Mike was writing from Southampton, England, the land where they still make IT. Mike asked to be remembered to all the boys and said that he was going to have ONE on all of you. If he does this, he will be carrying quite a cargo by the time he reaches his destination.

Manager Carter, who runs the company restaurant, also runs a small make of car known as the Overland. Carter claims that it is such a smooth running car that when he gave a conductor a ride to town the other day it lulled him to sleep. He slept until Carter was caught in a traffic jam at a railroad crossing, when he woke with a start, jumped out of the machine and ran to the tracks to flag him across. At least, that's what Carter claims; but Foreman Owens, who has had a great deal of experience with rough riding cars, says that the boy was shaken senseless and that at Carter's first stop he tried to make his get-a-way. The conductor in question was C. R. Certain.

A purse and a motorman caused considerable amusement to a number of folks who were standing at 11th and Broadway on April Fool's day. The motorman in question was J. N. Goforth, who, seeing a purse laying on the pavement, stopped his car and rushed back to pick it up and nearly broke his finger nails off before he discovered that it was nailed to the pavement. Giggles from a bunch of interested on-lookers was his first warning so with the back of his neck the color of a boiled beet, he marched back to his car.

Conductor T. N. Willis left Wednesday last for a two-months' trip to the south.

showing. So come, bring your friends, and boost for Division Five.

We are glad to report that Motorman C. D. McLaughlin, who has been off sick for over a month, resumed duty last week and is back "swinging the brass" on the first daylight on line "E."

Conductor L. W. Simmons was granted a short leave of absence to visit in the southern part of the state.

"Johnnie," the crippled newsboy of Division Five, has sent over word that for an accommodation for some of the boys he will now handle the "Peach" edition of the Examiner.

Conductor R. Barlow has secured a leave of absence to do some work on his homestead in Canada.

### COMMENTS ON THE STOCK MARKET

By S. F., Div. Five

Summer is coming and dogs will be in receipt of more baths, causing a shortage of livestock; which will be reflected in the increased consumption of more low-grade meat, thus benefiting the lumber trade, which will be called upon to meet a greater demand for toothpicks. We cannot hide from ourselves the fact that the leather industry will be affected, causing the public to react by the saving of soles (souls) which in itself has become a great industry and many more temples shall arise.

Industries requiring the use of hair, need not fear a shortage as latest re-

## DIVISION 4

C. J. Knittle

Operator C. J. Jackson, who went on a ninety-day leave three weeks ago to try out the job of carrying mail, has returned to the Birneys.

Motorman E. F. Irish has been granted a thirty-day leave to take care of his wife who is ill.

Operator B. W. Naveaux has left for El Paso to transact business. He was granted a sixty-day leave.

We often thought we had seen Clerk Roffee some place else before, but we were not sure. The other morning he was handing out transfers. A crowd of trainmen were waiting to be checked-out and in the confusion Roffee forgot and yelled, "Name your drink!" Then it dawned on us where we had seen him before.

Conductor Hughie O'Neill is working "C" line now. The following conversation was heard on Hughie's car last Tuesday. A large negro mammy had boarded and handed him an address:

Mammy: "Will yo' cah take me there?"

Hughie (reading the slip): "4815 Fountain Ave. Yis, Mom. It's at the end of the line."

Mammy: "Let me know when you gets there?"

Hughie: "It's at the end of the line, madam."

About ten minutes later the colored lady had become quite nervous and impatient.

"Mistah Conductah," she burst forth, "yo' all won't carry me by my stop, will you?"

"No indeed," answered Hughie with a smile, "and if I did, I'd give you a transfer back."

Supervisor W. A. Smith, the guiding conscience of "C" and "T" lines, stepped up to the Belmont phone last Wednesday afternoon to talk to the dispatcher. Somebody was jiggling a receiver hook. "Hello, hello," called Smith, "what's the trouble?"

"This is Car 68 at Hoover," came back the readily recognized voice of Conductor Federbush, "we're ten minutes late. Can we turn back here?"

"What made you so late?" asked Smith, "B O car?"

"No sir," answered Federbush, "B O motorman."

"Ye Scribe" would like to write a certain piece and title it, "Why Men Leave Home," but it wouldn't be praised by the critics. They'd say it was written from imagination and not from facts because the question, "Why Men Leave Home," refers to married men and not to "loose change" like "Ye Scribe" and some of his buddies. O' course the article would not be complete any how. It would deal with only one phase of the question—"Why Men Leave Home Tuesday Nights." The answer is, "The Trainmen's Smoker."

So now, ladies, when your "bread-n'-butter" says he is going to slide down to the car barn next Tuesday evening, you can believe him. When he comes back, he'll tell you why he is going to receive sixty bucks next bonus day. For the benefit of members of the Eagles, Owls, Elks, Moose, K. K. K., Reindeers, Redmen, Woodmen and other odd fellows who hold lodge Tuesday evenings, day meetings will be held at 10:00 A. M. and 1:00 P. M.

ports from the Barbers Union give an increase in the cut. The slogan now being, "I'll be bobbed."

As a general summary I may venture to say that though the clouds have rolled away, the outlook is much bluer.

Shorty Hague, who secured a leave of absence about a week ago to build a house, is back on the job again and when asked "if he had finished it?" replied, "Nope, no use building a house if my conductor won't live with me."