

Trainmen To Meet Next Tuesday

COLLINS GIVES SPELLING BEE IN SAFETY

BY JOHN C. COLLINS
Supervisor of Safety

There are two words which we are trying to eliminate from this system, as neither of them amount to much on the credit side. One is *carelessness*, the other *damage*. After deeper thought, however, we find they are part of our vocabulary, and therefore they cannot be eliminated. The only thing we can do is to change them.

When you pronounce *carelessness*, it has a serpent hiss to it which does not sound right. A close investigation shows it has a good head and the tail, is about as good as other tails, but the body is poor. In fact it is "less." Something is lacking. When you have *less* you need more, which is added until it is *full*, so to do away with the *less*, we shall fill the space *full* and see what we have. "*Carefulness*"—quite a change with little effort. A well fed and contented word is capable of producing good results, for if good as a whole, it is the same apart. We have *careful*, *care*, *car*, or drop the "e" and have a *car-full*. A little change makes a great difference, even with a word.

I have a hazy idea that the word "*damage*" was coined by an old man, probably a carpenter. The first time he hit his finger with the hammer, in order to ease up on the pain had to use something real forcible, and started to do so, then changed his mind adding "*age*," the real cause of the trouble. At any rate, *damage* usually travels in the wake of *carelessness*. Take away the "*age*" and you have a constructive word instead of a destructive one, for *dams* reclaim and build. The "*Boulder*" the dam, the more it produces. That leaves us with two real constructive words, and enough material to make another.

We find *dam* and *careful* all right—"age" and "less" we have on hand. As we have come between what had been

Four Men Who Started As Trainmen Promoted

THE appointment of four men who have worked up from the train service to executive positions in the company, is announced by the transportation department.

Dan Healy, who has been acting chief instructor, becomes chief instructor.

Oscar T. Elrod is appointed assistant chief instructor.

R. D. Pearson, formerly chief instructor, is appointed supervisor of the Merit System.

George E. Ferguson, special representative of the superintendent of operation, is appointed acting superintendent of Division Five.

Daniel Healy is Irish but honest. He came to the Los Angeles Railway in 1905, after having worked in Oakland. He became proficient as motorman and conductor and then graduated to the dispatching room. He has been in the instruction department for the past eight years. Dan has studied street car equipment in great detail and is considered an authority on mechanics.

Oscar Elrod started as a motorman at Division 1, in 1905, he was appointed a student instructor in the summer of 1919 and two years later was made a supervisor. His services were urgently needed in the instruction department so he returned to that work the following month and has been in continuous service since then training the new men. The only handicap to

joined, we shall patch it up by joining what has been severed.

This union produces one of our greatest needs; to "*age less*." You *age less* by not doing *damage* to yourself or others. This is done by being careful of yourself and others. You *age less* by being enthusiastic, full of pep and life, always keeping busy at something constructive, and by a careful selection of foods with plenty of exercise. So you see, we have a dam-car(e)ful-age-less proposition ahead of us.

his popularity is that he insists on singing in male quartets.

The appointment of *R. A. Pearson* adds considerable weight and no small amount of dignity to the Merit System. Mr. Pearson started as a motorman at Division Two, in 1903, with previous experience on street cars in Chicago and

Des Moines. His first advancement came in 1905, when he was made an extra dispatcher. He entered the instruction department in 1914, and in 1921 was made chief instructor, succeeding *R. R. Smith*, now assistant superintendent of operation. In his new work Mr. Pearson will have general charge of the placing of credits or demerits and to him is intrusted the job of carrying out the policy of the merit system.

There must have been several good men come to the Los Angeles Railway in 1905, as that is the starting date of *George Ferguson's* record. He began as a conductor at Division Two, but soon learned to be a motorman, a switchman and a supervisor. As a conductor he showed such class with the bell signals that he was made a dispatcher to handle telephone bells. He was appointed as special representative of the superintendent of operation in 1921. In this capacity he has made the acquaintance of the majority of trainmen at all divisions. As acting head of Division Five, he will have the full co-operation of trainmen and officemen, switchmen, mechanics and all others connected with the divisions.

G. B. A. TO TELL NEEDS FOR PROMOTION IN RANKS

Three meetings of trainmen and other employees engaged in the transportation service of the company will be held next Tuesday under the direct supervision of *George Baker Anderson*, manager of transportation. The company has rented the auditorium on the third floor of the club house of the Disabled Veterans of the World War, at 246 South Hill St. The meetings will be held at 10 A. M., 1 P. M. and 8 P. M. Trainmen are urged to attend the meeting most convenient for them. Records of attendance will be kept.

The meetings will be of great value as they will be devoted in part to suggestions which will enable men to improve themselves so that they will be better prepared for higher positions with the Company as such positions are open. The meetings will be addressed by Mr. Anderson.

It has been repeatedly pointed out that with the steady expansion of Los Angeles and of this system there is need for more and more men to take various positions up the ladder of promotion. To those who are interested in bettering their position with the street railway or reaching successful careers outside street railway work, the meetings will be of big help, as they will indicate to a large degree, the policy followed in making promotions.

The meetings will start promptly on time and close within 60 minutes.

Special Work For Div. 1 Track Here

The special work for the new storage track for Division One has arrived and will be installed soon. Temporary connections have been made between the pits at the north end of the property and the Central Avenue track so that the storage space can be used. The special work will greatly facilitate the moving of cars in and out of the division.

TUESDAY MEETING
At 10 A. M., 1 P. M. and 8 P. M.
246 SOUTH HILL ST.

She: "I wouldn't think of marrying such an intellectual monstrosity and physical misfit as you are—you numbskull! Do you get me?"
He: "Well, from the general trend of your conversation, I should judge not."
—Bursts and Duds.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

A Game of Give and Take

A SCHOOL can give two boys the same amount of education. The boys may start together in a machine shop, a store, an office or on the street cars. Their superiors may give them the same amount of attention and training to start them on their new paths, but inevitably one will pass the other.

The one who sits back and waits for things to be given to him in the way of instruction is sure to be in the rear because the one who steps out and takes the opportunities to learn more about his work and to learn what is necessary for promotion, is the one who will go ahead.

Up to a certain stage in life the two are given instruction and certain help. Then there comes a time when the question must be decided of what each can give to his organization in experience and leadership. The one who can give the most in leadership and ability to master a bigger job is the one who will in the long run take more in the shape of a pay check than the other.

This company is anxious to have trainmen deliver good service not merely because good service makes the public friendly, but because the delivery of good service indicates the men in line for promotion to the bigger jobs that must be filled continually as the street railway service expands.

The meetings to be held next Tuesday at 10 A.M., 1 P.M., and 8 P.M. in the auditorium at 246 South Hill street, which will be in charge of George Baker Anderson, manager of transportation, will point the way to many men for promotion. It may seem vague today but out of those meetings a certain number of men will get information and inspiration that will carry them on to promotions. That is certain. Who those men will be is a matter for individual decision.

The fact that attendance at the meetings is voluntary is significant. Barring physical impossibilities, the men who stay away will be those who are not interested in advancing the welfare of themselves or the company and their record cards will so note.

Government Insurance

THE United States Veterans' Bureau announces that former members of the military or naval forces who carried Government Life Insurance during the war but who have since allowed their insurance to lapse may now reclaim it under very favorable terms. There are no penalties involved; no delay; no red tape. The man who can pass a physical examination may secure his insurance by paying but two monthly premiums, one of which covers the month his life was insured after he dropped the policy and the other the month in which he makes application to reclaim it. Government Insurance may be converted to Life, Limited Payment or Endowment policies at any time before March 4, 1926.

Government Insurance is sold at cost and the policies contain several valuable features not to be had in any other insurance regardless of price. More than six hundred thousand men have already stepped up and reclaimed their policies, but there is enough stored away on the shelves of the Treasury Department to take care of four million more applications.

The Government has no agents in the field to solicit the ex-service men; if they want to recover the insurance that protected them during the war they will have to call or write for it. The office of the Veterans' Bureau for this territory is located at 420 South San Pedro Street, Los Angeles, California.

200 Controllers For Cars Reach Shops

Two Hundred controllers of the K35 and the K68 type have arrived at the main shops. There are on order 300 K68 controllers and 200 K35 controllers. The former will be used for replacements on two-motor cars and the latter will be used to provide more four-motor cars. A number of two-motor cars are to be converted into four-motor equipment under the 1924 engineering department program.

Wife: "I think you might talk to me while I sew."
Husband: "Why don't you sew to me while I read?"

Card of Thanks

We wish to express our heartfelt thanks and grateful appreciation to our many friends for the many acts of kindness, words of sympathy and beautiful tributes during the sickness, death and burial of our mother, Caroline M. Barnes.

L. H. RECAPPE
OTIE E. RECAPPE

DAVE GIBBS REPORTS

A letter has been received from D. W. Gibbs, conductor of Division Four, who has been on sick leave for some time, stating that he hopes to be back in service soon. Gibbs says *Two Bells* has been of value to him in keeping up with company affairs.

BULLETINS

Issued May 5, 1924

BULLETIN NO. 81
Notice to Conductors

Extra destination signs are frequently placed on cars by switchmen on account of the fact that a train run which goes to a certain terminal for one or more trips may later in the day change to another terminal on a split or short line.

Switchmen are expected to place the necessary signs on cars to enable the car to be operated properly to whatever terminal is called for by the schedule, and trainmen must under no circumstances remove these extra signs from the car before pulling out.

BULLETIN NO. 82
Notice to Conductors

Arrangements have been made for toilet facilities in the Alta Vista Garage, California and Stockton Streets.

Trainmen may avail themselves of this privilege so long as their conduct does not result in a cancellation of the contract.

BULLETIN NO. 83
Notice to Conductors

Complaint is made that cars on line "H" are being stopped in front of the comfort station on Heliotrope, and that during the time the car is held at this point considerable noise is made by crews calling to each other, turning seats, etc. Such practice must be discontinued at once.

BULLETIN NO. 84
Notice to Conductors

The following passes are reported lost: 584 issued to Charlotte Stoddard, Ticket & Transfer Clerk Auditor's Office.

651 issued to Dorothy Palmer, Chief Clerk and Secretary, Traffic Dept.

3263 issued to Alice May Corsen, wife of Motorman J. Corsen, Div. No. 3.

6706 issued to M. A. Stoitz, Conductor Division No. 5.

6955 issued to Wm. B. Schaeffer, Conductor Division No. 4.

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

BULLETIN NO. 85
Notice to Motormen

At points where safety zones have been outlined by buttons placed in the street, care must be taken to stop cars so that passengers alighting will not step on the button and a fall be caused thereby.

BULLETIN NO. 86
Notice to Conductors

The following passes reported as lost or stolen during the months of January, February, March and April, 1924, are in improper hands:

189, 361, 456, 584, 651, 681, 685, 953, 1175, 1213, 1724, 1805, 1903, 2064, 2240, 2286, 2533, 2554, 2707, 3015, 3023, 3199, 3250, 3263, 3318, 3423, 3484, 3653, 4147, 4432, 4439, 4516, 4816, 5110, 5272, 5298, 5612, 5720, 5826, 5850, 5866, 5882, 6079, 6116, 6292, 6363, 6567, 6706, 6749, 6777, 6861, 6863, 6955.

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

P. B. Hill
Supt. of Operation.

Search Ruins For Manila Day Token

A crew of the way and structures department exerted an extra effort on Manila Day, last Thursday, to find a glass jar which, according to tradition, was buried in the cement of one of the old Division Four building engine bases on May 1st, 1898, when Admiral Dewey executed the historic capture of Manila. The search was unsuccessful as far as last Thursday was concerned but a watch is still being kept for the jar which is understood to contain two copies of local newspapers of that date with a report of the naval fete.

Some of the engine bases used at the Division Four property are granite and others are of cement. All are being cleared out to make room for new storage tracks and pits.

TRACK BEING IMPROVED ON FOUR LINES

Work will start soon on the west end of the Washington street line from Vineyard to Rimpau where the track will be rebalasted, given new ties and the surface paved. Washington street has been improved and the paving between the tracks at the extreme end will complete the program.

The big job of improving the Central Avenue track from Fourteenth street to Slauson avenue, has progressed as far as Twenty-second street and going strong.

New ballast and ties are being installed on Larchmont boulevard from Beverly boulevard to Melrose.

On Grand avenue, the track between Ninth and Eleventh streets is at present being fixed with new girder rail, ballast, ties and paving. The complete job includes the track from Seventh to Pico streets.

NEW WIRING IN 16TH STREET YARD

New equipment for light and power in the yards at Sixteenth and San Pedro streets are being installed by the line department. Line men have been rearranging the wiring on the poles.

A new electrically operated air compressor is being installed in the garage shop. The old pump will be discarded.

Work is under way in the old automobile storage shed to provide additional space for the store rooms, necessitated by the changes in the building formerly used entirely for storage of transformers and other electrical equipment. The new garage office and battery shop will be in this building.

Jap Ry. Engineer Inspects System

Inspecting street railway systems in the United States and Europe for ideas that will be used in rebuilding the main transportation system of Tokyo, Japan, S. Ebizuka, chief engineer of the maintenance of construction department of the Tokyo Municipal Railway, visited P. B. Hill, chief engineer of this company a few days ago.

The visitor lost all his relatives in the Japanese earthquake and had been in his office at the time of the disaster, he undoubtedly would have been killed in the fall of the structure.

He will visit the leading cities of America, then go to London and Paris.

TUESDAY MEETING

At 10 A. M., 1 P. M. and 8 P. M.

246 SOUTH HILL ST.

*Isn't it strange that princes and kings
And clowns that caper in the sawdust
rings,*

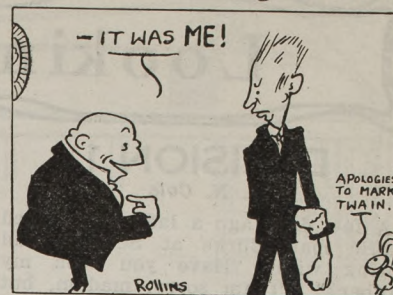
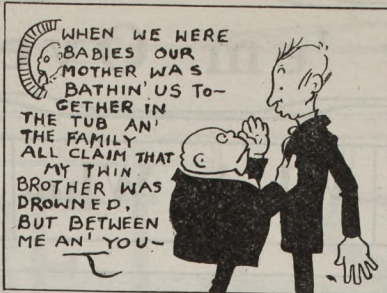
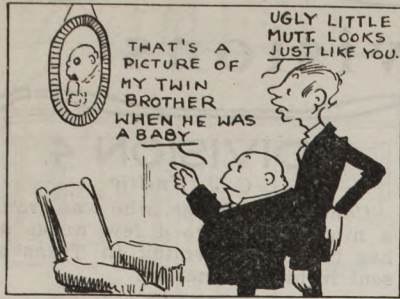
*And common folks like you and me
Are Builders of Eternity?*

*To each is given a bag of tools,
A shapeless mass and a book of rules;*

*And each must make, ere life is flown,
A stumbling block or a stepping stone.*

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. R. E. Jackson, Div. 1
Los Angeles Railway,
Gentlemen:
It gives me much pleasure to speak commendatorily of the courteous manner in which conductor No. 2774 performs his duties. I rode from First to Eighth Sts. this morning in a very crowded car, and his patient manner and attention to each individual rider reflected much credit to your company.

Sincerely Yours,
MR. J. BERNSSEN,
London & Provincial Ins. Co.,
Garland Bldg., 740 S. Broadway.

For Condr. L. C. Stammers, Div. 5
Los Angeles Railway,
Gentlemen:

It is with the greatest pleasure I wish to call to your attention the efficient service of a conductor on the Hoover Street line. I do not know his name or car number, but he had car No. 513, going north, at 8:55 P. M., January 15, at 65th St. He called the streets plainly, was courteous and pleasant in all ways. At Vernon Avenue, where we transferred (by me, I mean my crippled husband and I), the conductor stepped to the street and helped us each off the car and escorted us to the sidewalk, which was appreciated very much as I had a heavy baby to carry and bundles.

I beg to remain,
Yours for efficient service,
MRS. ANITA IVERSON,
2612 1/2 East 58th St.

For Condr. M. Bixler, Div. 2
Los Angeles Railway,
Gentlemen:

I want to say a word of appreciation for Conductor No. 2242 on the Moneta-Grand Avenue line. For over a year I have resided in this city and for several months past have been riding on the Grand Avenue line, and I want to say that when it comes to courtesy and politeness in assisting people, especially the aged and infirm on and off the cars or acting as "Bureau of Information" to the public in general, no one could excel this gentleman. I know you officials like to know the good things about your employes and that is why I write.

Very truly,
MRS. HAZEL McCARTNEY,
3803 South Flower.

For Mtr. N. Robinson, Div. 1
Los Angeles Railway,
Gentlemen:

Just a moment from the rush of business to say a complimentary word for Motorman No. 1385, whom I noticed assisted two elderly women to get on a West Seventh Street car, at, or near, Hope St., who could not get through the flood of automobiles to the rear door, and were safely taken through the front door. It was a gentlemanly characteristic of a faithful man.

Sincerely yours,
J. B. BERNSSEN,
Garland Bldg.,
740 South Broadway.

For Condr. J. H. Simpson, Div. 2
Los Angeles Railway,
Gentlemen:

In this day and age of rush and bustle, when we have scant time for courtesy, may I say I was much impressed with the careful and courteous conduct of Motorman No. 1755, on a University car, about three o'clock or a little later. His manner of handling the car to let ladies on, also when a blind man wished to board the car. The motorman slowly drove the car up until it stopped exactly where the blind man had merely to put his foot on the step. I am a working man, but surely appreciate such as this motorman, who is to be highly commended.

Respectfully,
ROBERT BUCHANAN,
1227 West Eighth St.

April Best Courtesy Month Bouquets Again Exceed Bricks

APRIL has taken its place as the best courtesy month of the four so far covered by the youngster who is pictured January 1st, as the new year starting out in summer underwear to walk his mile for a Camel after giving the old man of the old year a little molasses for his hour glass and a spark plug for his scythe.

There were just 196 "kicks" registered out loud in April, which is three less than the short month of February produced.

Discourtesy complaints totaled 68, which is a dead heat with March.

The greatest improvement was made in the classification "starting too soon." Only ten such complaints were made in April as against 20 in March.

There were 72 commendations received which means that in three of the four months of this year, commendations for courteous and efficient service have exceeded complaints charging discourtesy.

It is a fine month's report. Hold everything; here it is:

Classification	March	April	Loss or Gain
Discourtesy	68	68	0
Fare and Transfer Trouble	73	66	-7
Starting Too Soon	20	10	-10
Passing up Passengers	13	6	-7
Carrying Passengers Past Stop	8	10	+2
Dangerous Operation	4	5	+1
Short Change	1	4	+3
Miscellaneous	27	27	0
	214	196	-18
Commendations	69	72	+3

Just This Kind

Gimme the Guy with the straightforward eye,
And a grip that'll hurt your hand,
With a tongue that he uses but never abuses;
A mind that can understand.
The Gink that'll brag of his mother, by gad,
And who thinks of all women the same,
Who toils with a smile, a lad you can't rile,
One who puts his whole heart in the game.

An' gimme a Miss who values her kiss,
Who has time for much else besides curls,
The feminine kind with a practical mind
Who stands pretty solid with girls,
Who can lure me to lunch, who can mix with the bunch,
Who can cry when the thing calls for tears,
Who can fondle a baby and dream a bit, maybe,
And be a good pal through the years.

—Selected.

BABY GIRL ARRIVES

Doyle Rishel, day foreman of the company garage at Sixteenth and San Pedro Streets, recently exchanged cigars for congratulations when he announced the arrival of a baby girl at his home. The little tot already is using spark plugs for a baby's rattle.

For J. A. Morris, Div. 3

Los Angeles Railway,
Gentlemen:
I would like to speak a word for a conductor on the Garvanza line. His number is 594. He certainly is a gentleman—refreshingly accommodating. He was very painstaking in helping me find an out of the way street in Highland the other day.

Yours truly,
C. T. LINDSLEY,
860 West 53rd.

TUESDAY MEETING
At 10 A. M., 1 P. M. and 8 P. M.
246 SOUTH HILL ST.

A Jewish boy enters a grocery store and says to the clerks "Take this order. 10 lbs. sugar at 6 cents; 11 lbs. coffee at 25 cents; 8 lbs. tea at 30 cents. Add that up. How much it it?"
Clerk—"Five dollars and seventy-five cents."
Boy: "Are you sure?"
Clerk: "Of course, I'm sure."
Boys "Thanks. That's my arithmetic lesson for tomorrow."

On The Back End (Contributed)

R. B. Hill, superintendent of operation, represented the street railways on the Parking Survey Committee which recently completed its report to the city council after eight months' work, but he emphatically denies that he is the gentleman at the extreme left of the A-Z-U-R-I-D-E picture of the committee in action. "I am informed that this picture shows an official in a four-quart hat sneaking a sack of peanuts from a peanut wagon," said Superintendent Hill. "I do not see how anyone could assume that I am the man pictured as I never wear a four-quart hat, nevertheless I like peanuts."

In replying to patrons who complain about cars on any line being crowded don't say: "I am sorry; the line is busy."

Passenger—"Does this car run by Estrella?"
Condr.—"No, by electricity."

"Reverend Jefferson he goin' to leave our Church and take church down South," commented one colored brother to another, "An' we thought we'd just get together soon and give him a little momentum."—Charleston Chronicle.

The traffic was heavy on Main Street. A couple of nervous old ladies riding on an East Fourth Street car. The calmer of the two was assuring the other one that "There is no danger. Just notice how evenly the motorman steers the car through the machines and around the corner."

YES, WE HAVE NO PIGS
"Pat, do you believe in socialism?"
"I do."
"If you had a million dollars would you give me half of it?"
"I would."
"And if you had a pig would you give me half of it?"
"I would not—you know I've got a pig."
It's always the man that "hasn't got a pig" that believes in socialism.
—Hardware News.

WHEN IT'S EASY
It's easy to grin when the cash rolls in,
And your life is a cloudless day;
It's easy to prance in the costliest dance
If the Fiddler's received his pay;
It's easy to sing till the rafters ring
If Joy is the Heart of the Song;
But—Give me the fellow that doesn't show yellow
When everything's gone dead wrong!
(Julian Street, in the Saturday Evening Post.)

Conductor D. R. Good has always held the "rep" of being one jump ahead of the game. Recently this good point in his make-up proved of disadvantage. On Friday said he, "this is Saturday. I make the relief at 1:32 instead of 12:32 as on week days."
The next three days he didn't worry about that particular relief at all.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

A few days ago a lady approached traffic man Burke at Seventh and Spring with: "Have you seen my mother?" "I am sorry, madam, but I don't know your mother," answered Burke. "Of course you don't," said the lady, "I am all excited, I promised to meet my mother here at ten o'clock and now it is eleven."

Foxy Conductor Joe Singer, of the "J" line, stepped down to Long Beach last Tuesday and got married. All the boys wish him and his wife much happiness. Thanks for the cigars.

Our genial cash receiver, J. W. Beight, is taking a two weeks vacation. The quarantine proposition will not interfere with his pleasure as he expects to spend his time in the city.

Motorman G. W. Wise of the "J" line resigned this week.

Just a word to those who have contributed to this column, and have been disappointed when they failed to see their contribution in print: Don't be discouraged. Try, try again. I send it all in, but naturally some is rejected. Scarcely a week passes that some of my stuff is not sent to the waste basket, but I figure that the big boss knows best what is suitable for *Two Bells*.

This story dates back to the Smoker held at this division some time ago. George Ferguson had passed out the cigars, the speaking was over, and several of the boys were gathered around the card table, including Ferguson and Motorman D. H. Rom, the latter with a nice juicy cigar protruding from his vest pocket. Motorman Roberts came in a little late and asked Ferguson for a cigar. "Give him yours, Rom," said Ferguson, "and I will get you one out of the office when we have finished this game." Rom passed over his cigar and later found out there were none left in the office. "I will get you one when the smoker is held at Division Two," promised Ferguson. The smokers have gone the round at all the divisions and Rom is still waiting for his cigar.

DIVISION 2

By R. C. Hoyle

The L. A. Railway will be represented at the Pacific Coast Bowling Conference at Venice this coming week by the following men:

Ed Sinclair, Division Five; A. B. Hughes, Division Two; H. B. Goodwin, Division Two; C. C. Bloom, Division Two; F. R. Hoffman, Division Two.

Conductor C. I. Jones has taken a 60-day leave for the purpose of visiting his old home in Oklahoma.

Motorman C. Bucy has taken a 30-day leave to visit Butte, Mont.

Another comeback to the old home is Motorman W. I. Minghini, who returned to the fold after absence of about two years. They just can't stay away.

BY ALLEN A. STOCKDALE

*I've got a Dad. The other guys
Have only things that money buys,
And lots of things the others haint
(I should say 'aint)
And some have bikes and radios,
And hear the bands and great solos,
And knows the things that fellers
Knows,
But I've got a Dad.
I've got a Dad—a jolly chum,
Say fellers! that is going some.*

Who's Who



HIS name is Schuler but he is neither a preacher or a minister of the Gospel. His full name is Floyd Edmond Schuler, born in Kansas, the home of sunflowers and prohibition. At present he is a conductor of Division One, and has been in that happy state for a little over four years.

Schuler has been in street railway work in various departments since 1904. He has had experience as a street car mechanic, lineman and electrical worker. He has worked for the street railways in Kansas City and San Francisco. Outside of working hours he has a busy job being father of four bright youngsters.

For Operator J. C. Cave, Div. 4
Los Angeles Railway.
Gentlemen:

Just a few words in regards to Operator 2568, line "G." I have seen this man from five to ten times a day for the past twelve months, of course that is the days he has worked, and there has never been a time yet that this man hasn't a smile and a pleasant word for the passengers on his car. We all have our faults, but he is certainly one man that doesn't show his faults to the public.

He is very careful in operating his car and never takes the right of way from anyone. He never leaves anyone that is trying to catch his car, and he always gives a helpful hand when there is an old lady or a lady with a baby in her arms trying to get on his car.

I also wish to state that I have heard several other people pass compliments on his careful operating and his courtesy to the public, and I know your company feel very proud to have a man like this in your employ.

E. E. RODDENBERRY,
Traffic Officer
at Pasadena Ave. & Ave. 20.

TUESDAY MEETING

At 10 A. M., 1 P. M. and 8 P. M.
246 SOUTH HILL ST.

They were on a honeymoon trip. The bridegroom felt indisposed and the bride slipped out to do a little shopping. In due time she returned and tripped brightly up to her room, a little awed by the number of doors that all looked alike. But she was sure of her own and tapped gently on the panel.

"I'm back, honey, let me in!" she called again, rapping louder; still no answer.

"Honey, honey, it's me. Let me in." There was silence for several seconds; then a man's voice, cold and full of dignity came from the other side of the door.

"Madam this is not a beehive; it's a bathroom."

DIVISION 3

R. W. Reid

At last we have our new radio installed and it is working fine. So far we have only been able to get local stations but expect to do better as we get more use to manipulating the controls. Our favorites, so far, are the Angelus Temple and the lady who comes on the wire every day when we are hungry and explains how to make pies.

Motorman G. A. Haight, who resigned a short time ago with the intention of moving to the northern part of the state, decided that Los Angeles was pretty hard to beat after all and is now back at Division Three bucking the board.

Motorman R. H. Thompson, who claims Texas is his native state, got lonesome for the land of hair pants and has secured a two-weeks leave to give the old home a flying visit.

To settle a number of arguments which have started at this division recently we wish to state that the gentleman who rolls into the yard in his Cadillac 8 on his way to work is Mr. McGregor, cash receiver. How do they do it?

Harry Gilmore, the imposing looking chap who officiates at the window, claims that Motorman G. R. Chapman is some pip as a rim-cleaner. Gilmore and Chappie both have automobiles which take the same size rims. Chappie took two of his to a tire repair shop and had the tires taken off them, then took them home and painted them up nicely. On taking the rims back to have the tires put on he was told that he had taken one of Gilmore's rims by mistake.

Gilmore says that he is very pleased with the job and is going to have Chappie clean up the rest of his rims.

Conductor H. C. Albertson gets Reid's goat! In other words ye scribe was promised a baby goat by Conductor Ira Gott. However some crooked work was pulled off with the result that Reid loses his goat and Albertson gets a kid to raise.

Clerk S. H. Deane is back on the job after a ten-day sick leave. Sam's a little thinner but expects to be feeling as good as ever within a few days.

Orange blossom season seems to be having its effect. At any rate, Wedding Bells are ringing today, Saturday, May 3rd, for Motorman H. Paul, who is being married to Miss Emma Padilla, at Montebello. Miss Padilla is a native of California. We wish them many years of wedded bliss.

DIVISION 5

E. C. Tyler

Motorman F. C. Haynes has again announced that his Big Six Studebaker roadster is for sale. As that is about the fifth time that same "boat" has been for sale, we still wish him luck.

Condr. Frank Mennerich has been called East by the sudden demise of his father. The boys of Division Five take this opportunity to express their heartfelt sympathy.

Motorman A. L. Murray is preparing to take a civil service examination with the expectation of joining the Sheriff's force as deputy in the near future.

Stenographer E. C. Tyler took a trip with some friends last Sunday to inspect the great fleet. It seems that they almost insisted on E. C. staying, but finally we got him back on Wednesday morning.

Motorman D. C. Ross, one of the old timers of Division Five, has taken a

DIVISION 4

C. J. Knittle

Condr. T. C. Risse, who was granted a ninety-day leave a few weeks ago, has taken up farming in Texas and sent in his resignation.

Safety operator R. C. Cook, who has been spending a ninety-day leave in Florida has resigned on account of ill health. Safety operator A. G. Harding has also resigned to take up other work.

An extra conductor was assigned to that little W. First line the other day. Shortly after starting work he fainted away. It was found that in making out his trip sheets he started his schedule on the wrong trip.

Motorman C. P. Blackley, of Division One, who at present is a flagman at the single track on "C" line was sitting on a soap box last Friday and chewing gum. When his jaws got tired he stuck the cud on the end of the box. A couple minutes later, deciding he was sitting too low, he placed the box end up and sat on it.
(And then it happened.)

Motorman G. H. Shaw, who has been on the sick list for some time, passed away last Tuesday evening. Heart trouble was the cause. Division Four trainmen extend their sincere sympathy.

Our radio has been adjusted and we now receive the programs very distinctly. The reproduction is practically perfect.

Conductor Joe Federbush, of "C" line reports that an Irishman of typical accent boarded his car at Alvarado St. on a westbound trip last Sunday morning, presenting for fare a "T" line transfer. Joe told him the transfer was not good there, that he should have stayed at Belmont where he got off the Temple St. car. "I did wait there almost ten minutes," explained the Irishman with abundant brogue, "and no car came and there was none in sight and I happened to glance up and there was a sign, 'Power Off,' so I started to walk."

Conductor J. P. Lavelle has been granted a ninety-day leave to visit "back East."

Hokus—"Who wrote 'Ten Nights in a Pokus'—'Shakespeare.'"

Hokus—"Arne't you thinking of 'Twelfth Night?'"

Pokus—"What difference did a couple of nights more or less make in those days?"—*Pharmaceutical Advance.*

position as flagman. We bid you goodbye, D. C., with the general wish, "May good luck go with you."

And still the Sea Gulls return, Motorman J. C. Hankins returned to the roost last Tuesday.

Condr. L. K. White has received an appointment as relief tower man and temporary loader.

Condr. F. J. Morrill is back on his run after being off six weeks on account of sickness.

Switchman "Bill" Stoll took a trip Sunday to the Salton Sea, ostensibly to fish. He didn't get back until Tuesday A. M., minus any fish, but with vague hints of a good story he has to tell. Well, come on Bill, kick through, we are waiting for that story.

There are so many extra men of Division Five who fell heir to regular runs in the last two weeks, that it is becoming a regular occurrence for some fellow to rush up to the window, 'holler! "Hey, what have I got for tomorrow" then get red say, "Oh, h—1 I've got a regular run," and beat a hasty retreat.