

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

"Selling Self and Service" Shown

POWER SAVING WORK WILL CONTINUE

With the exception of men who have been away on leave of absence the special instructors assigned to teach power saving, have reached every motorman on the system and shown the principal ways of economizing on power. Records have been maintained to show the names of men instructed and the dates and this information will be used for future reference.

According to Dan Healy, chief instructor, power saving is principally a matter of proper operation. "If a motorman feeds the controller properly he will not waste power and if the conductor lends the right cooperation in keeping short bells at a minimum, preventing wasteful use of the lights, there will not be an unreasonable amount of power charged against the company" said Mr. Healy.

Under the present plans, the special instructors will continue along the particular lines they are following until the vacation season is over.

Never let your wish bone change place with your backbone.

Big Order of 424 Motors Delivered

The last ten motors of an order for 424 of the type designated as 514L have been received at the South Park store room. These motors will be used on four-motor cars and are part of the large program for new cars and the converting of some of the two-motor cars into four-motor cars.

Don't become discouraged, often the last key in the bunch unlocks the door.

Ruth—What did Wilbur do when Agnes wouldn't kiss him out on the lake last night?

Florence—He paddled her back. "The rough thing."—Brown jug.

I wish, I can, I will—These are the three trumpet notes to victory.



Los Angeles Railway, Gentlemen:

It may interest you to know that I have been in all but four of the forty-eight states of the Union and am glad to say for your encouragement, that I have never had better street-car service, nor more courteous treatment, or at a more reasonable rate of fare, than your company provides.

Very truly,
Frank G. Shafer,
536 N. Harvard Blvd.,
Los Angeles, Calif.

MACHINE SHOP TO TAKE MORE SPACE

The building formerly occupied by the blacksmith shop, at South Park, is being cleaned preparatory to installation of some of the machine shop equipment. The brick walls are being treated with an air blast and a cement floor is to be laid.

The space will be used for some of the big lathes, and for work on car axles. The change will give the entire machine shop better facilities, as the addition of new machinery had cramped the quarters.

Heavyweights Vie For Big Hay Hat

Who fits the Size 43½ hay hat that is being displayed in one of the downtown stores advertising the new summer-weight scimmers?

J. B. Hayner, than whom there is no whomer, says three of the four men pictured on the front page of Two Bells last week, would be likely candidates.

George Ferguson is known to have cast longing eyes at the trophy because he had his picture taken with his hat on to cover the immodesty of his bald head.

Let us remember that no bird soars too high if he soars with his own wings.

Book Follows Talk Made By Mr. Anderson

"Salesmanship", a book dedicated to the employes of the transportation department of the Los Angeles Railway, written by George Baker Anderson, manager of transportation, and containing the principal points made during his talks to trainmen last Tuesday, has been sent to the five divisions for distribution to trainmen. Other employes of the transportation department who wish to have a copy will be supplied at the office of the manager of transportation.

The book is attractively arranged and is of convenient size. While the greater part of the contents are devoted to Los Angeles Railway service, there is much between the covers that will provide inspiration to workers in any lines of endeavor.

Officials Attend San Diego Meeting

George Baker Anderson, manager of transportation; R. B. Hill, superintendent of operation; R. R. Smith, assistant superintendent, and L. A. Recappe, superintendent of schedules, left on Thursday for San Diego, to attend the meeting of superintendents of electric railways in California. The superintendents are organized as a branch of the California Electric Railway Association.

The sessions were to be devoted to general discussion of matters of common interest, and few set speeches were scheduled.

Superintendents of street railways north of Los Angeles joined the Los Angeles Railway men here, and the entire party was driven to San Diego in a motor coach provided by the Pageol Company.

Any man can get ahead if he uses his head.

West 48 St. Track Will Be Rebuilt

The track department has started reconstruction of Forty-eighth street from Van Ness to Sixth avenue. New girder rail will be used.

The cross-over at Arbor Vitae on the Inglewood line is to be moved a short distance south, as this will save two stops.

ENCOURAGING TALK GIVEN BY G. B. A.

Trainmen of the five divisions who participated in three well-attended meetings at the hall of the Disabled Veterans of the World War last Tuesday, received an inspiring message, and learned from George Baker Anderson, manager of transportation, many detailed ways for improving themselves and their service.

The general purpose of Mr. Anderson's talk was to show the trainmen how to "sell" themselves to the public and to the company by providing the type of service which makes the public eager to have their special service delivered, and which in the company paves the way for promotion to positions commanding greater responsibility, and greater remuneration.

General Help Offered

Mr. Anderson made the point very clear that it is his earnest desire to help every trainman to help himself, and that if a man finds there are better paths open to him in other lines of business, the company will give him every assistance. Scores of men who branched out to other lines of endeavor after giving the Los Angeles Railway faithful and efficient service, will gladly testify to the help the company has given them in making a start in the new field.

Mr. Anderson said that friendly relations with passengers, police officers, and others that he meets are of great value to a trainman. He emphasized the importance of neatness as a means of establishing friendly relations, showing that the trainman stands in the public eye as representing the company.

Public is Friendly

"The public wants to be friendly," said Mr. Anderson, "but passengers naturally resent the kind of language that a foreman of a street gang might use on his crew. A sharp and surly command to move up in the car will not produce satisfactory results, but by always using the word please and a friendly tone of voice the cooperation of passengers may be procured."

Other suggestions for improving relations and enabling a trainman to "sell" himself to the public and to the company were:

Call streets clearly and cheerfully. Start the car without a jerk. There is nothing more annoying to standing

(Continued on Page 3, Cols 2-3)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

When All Work Together

AFTER the final meeting last Tuesday night, when Mr. Anderson, manager of transportation, talked on "selling yourself to the public and to the company," a husky six-foot son of Texas stepped up to him and said: "I have worked for several street railways, but I never saw one where the bosses got right down with the trainmen like they do here."

Every street railway has its own management and its own policies and the bosses of this system are principally interested in the welfare of the men and business, of this system.

The fact that this company is anxious to help the men in its service in order that they may benefit themselves, as well as the company, was made particularly emphatic in the three meetings.

The principal way for a man to help himself up the path of promotion is to work, but a man may be thoroughly in earnest in his desire to advance, but he may be without the information and inspiration that shows him the lines along which he should direct his efforts.

The men in executive positions with this company are able to get a wide view of conditions in general, and from such positions they are able to see how help can best be given.

The men who are in top positions with the Los Angeles Railway today have worked up through the organization. As they have moved, they have noticed how they can help their fellow workmen. Every man who helps a new employe over some of the hard spots, is carrying out the company's spirit.

Some day, some of these men will be occupying top positions, and they will use their wider vision to be of greater service to the company, and give greater help to the men who need it, for this is the spirit of this organization, as was so well shown by Mr. Anderson.

Here Is "Selling Service"

DURING the change of grade on West First Street, service on Line "I" and "C" has been provided under handicaps. A temporary cross-over has been used on a part of line "C," and it has been necessary to use flagmen on the line.

Flagging is one of the jobs of the transportation service. Like every other job it is governed to a certain extent by rules, but it is up to the individual assigned to a post whether it becomes merely a matter of waving a flag because the motorman will not go unless the flag is waved, or whether it becomes a job with a live interest shown in prompt and safe movement of cars.

It is not the purpose of the editorial column to boost an individual trainman, but it is necessary at times to use names to point a lesson. C. P. Blackley, a Division 1 trainman, assigned to temporary flagging duty at Belmont and First Streets, gave more than a passing thought to a derailment that occurred during the track work. He found what he believed would prove an improvement in the use of temporary cross-overs, and made drawings in considerable detail to illustrate his suggestion for the mechanical arrangement.

Whether this plan is feasible will be determined by the engineering department, but in any event the incident has shown that every man's job is what he makes it, and in every branch of the service every employe should be fully awake to the possibilities that come within his reach for improving the service of the entire organization. That is "selling self and service."

Average of 4.38 Witnesses Per Accident Made in April

APRIL was the lightest month for accidents this year, according to a summary prepared by the claim department, showing the number of witness cards procured by men of the five divisions.

There were 1878 accidents recorded by the claim department, and 8235 witness cards were turned in, making

an average of 4.38 witnesses per accident.

Division 1 and 5 were below the average of 4.38, but the other three were above this figure.

Division 3 made the highest average of 4.64 witnesses per accident.

The total figures are as follows:

Division	Number of Accidents	Number of Witness Cards	Average Witness Cards per Accident
1	303	1,244	4.10
2	530	2,375	4.49
3	425	1,975	4.64
4	336	1,503	4.47
5	284	1,138	4.00
Total	1,878	8,235	4.38

BULLETINS

Issued May 12, 1924

BULLETIN NO. 87
Notice to Conductors

Pass Book No. 17177 issued to Fireman H. R. Nott is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 88
Notice to Conductors

Pass No. 2237 issued to P. Villolobos, Electric Welder, Mechanical Department is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 89
Notice to Conductors

Effective May 11, 1924, Retired Police badges will be honored for transportation the same as badges held by regular members of that Department.

P. B. Hill
Supt. of Operation.

BUS DIVISION

L. A. RAILWAY BUS DIVISION
BULLETIN NO. 93 May 1, 1924

BUS OPERATORS:

Lost articles found in the buses are to be turned in to the Bus Division by bus operators. They are then sent to Room 222, second floor of the L. A. Railway Bldg. located on the corner of 11th and Broadway.

This for your information.

F. Van Vranken,
Manager

Opportunity generally knocks during office hours.

Boys' Week Is Rightly Observed

On May 1 boys of Los Angeles paraded, as trainmen well know, and the entire week was devoted to honoring the man of tomorrow.

Observance of Boys' Week was commendable because the future of the nation is wrapped up in the boys of today.

Then doff the hat to Motorman M. M. Spence of Division One who during boys' week and more particularly on the day when young America took possession of Broadway, announced:

"He weighs seven and a half pounds. Mother and son doing well."

Thanks Claim Dept. For Aid In Accident

Los Angeles Railway Corp.,
Los Angeles, Calif.

Gentlemen:

My many thanks are extended to the company's claim department for recovering damages for me.

I was struck by an auto while pulling a switch March 22, and although I was hurt only slightly, my clothes were badly torn.

I received forty dollars on April 25, through the efforts of the claim department.

CONDUCTOR B. S. MOORE,
Division 4.

Wife—John, I'll have to discharge the cook; she uses such dreadful language.

Hub—What kind of language, dear?
"Well—oh, the same kind you use, you know."—Boston Transcript.

"ROUGH EDGE" WORK GIVEN BUS MEN

Elmer Wood, who has been a mechanic at the company garage for a number of years, is now helping in the training of new bus drivers. Having thoroughly qualified as a bus driver himself, he will help to teach the new men the things they must know to pass the motor vehicles department examination to receive the official badge.

The first trips along the various bus lines are made by the new men, with Wood to learn the peculiarities of curves and grades on certain streets. His work corresponds in a general way to the rough edge instruction given to new motormen.

C. O. Morse Extra Bus Supervisor

C. O. Morse, one of the old timers in company service, has been appointed an extra supervisor of the bus division. Morse was at Division One for 16 years and was one of the top men in the Merit System efficiency records. Last June he entered the bus division as driver on the Lincoln Park Avenue line and has been in the gasoline section ever since.

A man is like a tack—he will only go as far as his head will let him.

Harry Cord Dead

Harry J. Cord, widely known as a former motorman of Division 1, and a former supervisor, passed away Wednesday morning at his home, after a long illness. He was 47 years old.

Mr. Cord entered the service in 1901 as a motorman. Later he became a supervisor, and in this way became known to the majority of trainmen. He did his last active work five years ago, and when his health failed he established a little business selling honey to trainmen at five divisions. He has been at his home for the last three years.

Mr. Cord was one of the most likable fellows who ever wore the Los Angeles Railway uniform. He was always willing to help, and had a cheerful disposition which won for him friends by the hundreds.

Funeral service was conducted at the W. A. Brown chapel at 10 A. M. Friday and was followed by burial in Forest Lawn cemetery.

Sweating will get you farther than swearing.

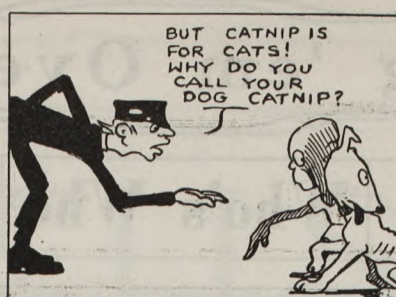
Honor G. H. Shaw

Division 4 trainmen expressed their high regard for the memory of George H. Shaw, who died April 29, by sending a beautiful floral piece to the funeral services which were conducted May 2. Mr. Shaw had been in the company service since 1919 as a Division 4 motorman, but in recent months he had been flagging.

Before coming to Los Angeles, Mr. Shaw held high executive positions in the street railway systems of La Crosse and Madison, Wisconsin.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Mtr. E. R. Rath, Div. 1
Los Angeles Railway.
Gentlemen:
I herewith take occasion to enter a very serious complaint against your motorman 1095, passing 7th and Broadway last evening at 5:30, in the westerly direction.

I got on the car last evening with an armful of bundles. The car, of course, was crowded. Your motorman, 1095, seeing my predicament, courteously gave me his stool to sit on and later very courteously moved out of the way at 7th and Figueroa, assisting me to alight.

Very sincerely,
WILLIAM C. KEIM,
202 Haas Bldg.

For Cond. J. Turvey, Div. 5
For Cond. P. N. Bally, Div. 5

Los Angeles Railway.
Gentlemen:

I have lived out on the North Griffin line a little over a year and go back and forth to my work every day. Being a cripple I appreciate any courtesies and kindnesses shown me and as I saw in your cars that you would like to have such courtesies reported I wish to particularly commend No. 1276 (the conductor with such a pleasant, kind face and silver gray hair) who is always so kind, thoughtful and courteous, not only to me, but to others; also one that was on this morning, No. 302, who assisted me so carefully and kindly, also one whose number I did not get, who comes along about 7:50 A.M., a young smooth-faced man, always pleasant and kind, and I judge has been on the line some time as everyone seems to know him, and several others on this line whose numbers I did not get.

Sincerely,
ELLA M. KENNEDY,
3724 N. Griffin.

For Cond. J. Pewitt, Div. 3

Los Angeles Railway.
Gentlemen:
I wish to report a little incident in favor of Conductor 874.

Several of us boarded an "A" car and got transfers to the bus on Western. We were visiting and would have been carried by, had he not called Western Avenue three or four times. He was very pleasant and courteous and we appreciated it very much.

Respectfully,
MRS. EMMA R. LANG,
1026 W. 23rd St.

For Cond. C. T. Hiltabiddle, Div. 4

Los Angeles Railway.
Gentlemen:

I wish to commend Conductor 2378, on the "C" car. He was kind to a lame lady, getting off and helping her to the street, also he called each street as we went to Angeleno Heights, which I considered thoughtful, as there are so many strangers in the city.

It really is refreshing to find a courteous conductor.
Yours truly,
MRS. E. J. MENTZER,
1335 Kellam Ave.

For Cond. W. T. Russell, Div. 3

Los Angeles Railway.
Gentlemen:

I want to commend Conductor 246 for special courtesy to a frail woman in an awful crush of passengers this evening.

Respectfully,
MRS. A. G. BURLINGAME,
6044 Echo St.

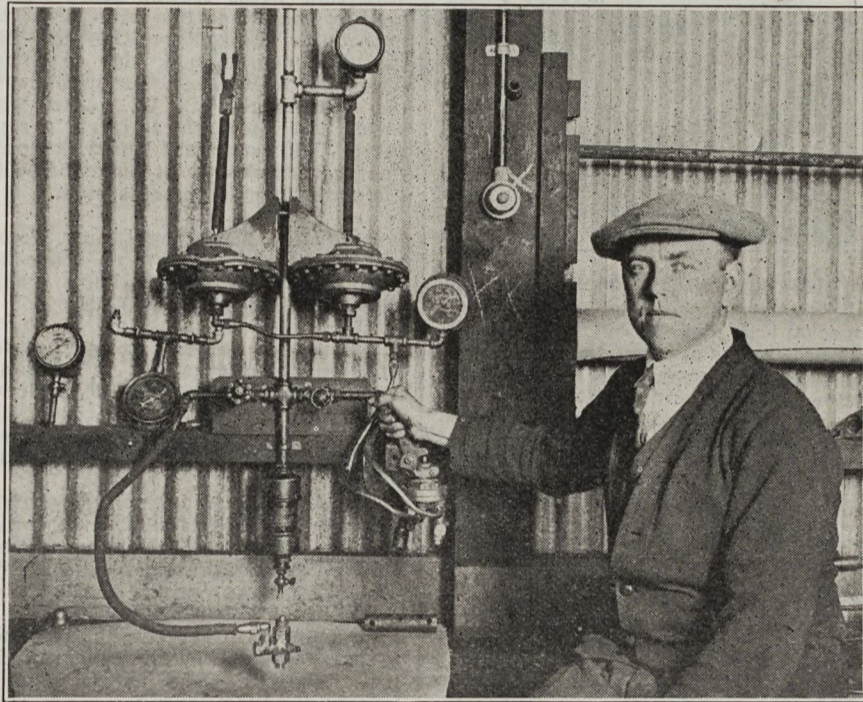
For Condr. C. E. Everett, Div. 2

Los Angeles Railway.
Gentlemen:

I know that you are accustomed to receiving letters of complaint, but I presume you are not loaded down with those that recommend, so I should like to send you one.

Two weeks ago I was aboard an "S"

Setting Bus Air Brakes Becomes Exact Science



A NEW device, installed at the garage near Sixteenth and San Pedro streets, makes the adjusting of air brakes for the Los Angeles Railway busses an exact science and has eliminated all the guess work. Apparatus similar to the brake equipment on a bus, has been mounted on the wall. The valve which regulates the air pressure is attached, and set so that the gauge shows the right amount of air is being used. The valve is then re-

moved from the test equipment, and attached to the bus.

The use of air brakes, and the efficiency with which they are being handled, is responsible for the good safety records being made by the motor bus division.

In the picture shown above, C. B. Lindsey, foreman of the garage, is illustrating how the equipment works. Just take a look at it, and you can see the whole thing, then try it on the coffee percolator.

Points That Make Saleable Service Given In Talks

(Continued from Page 1, Col. 4)

passengers than a jerk of the controller which jolts them off their feet.

Help Not Defiance

The "take next car" sign is intended to help traffic movement, and is not to be used by a motorman as a defiance to waiting passengers. The passengers who were passed by and received from the motorman a grin of defiance, may next day be sorely needed as witnesses to prove that the motorman was not responsible for an accident, or perhaps to keep him out of jail.

When an unusual situation develops necessitating a change from the regu-

lar route or procedure, remember that it helps tremendously to tell your passengers why a certain thing is being done. This does not mean that a detailed discourse is necessary, but a word or two about "power off", "parade, traffic blocked", etc., will cause passengers to accept the changed conditions in a friendly way.

The attendance and interest at all meetings was very gratifying. The evening meeting brought out the best attendance. Extra chairs had to be carried into the auditorium and practically all available space was occupied.

car and had to stand on the rear end. I overheard a lady asking information and was delighted to hear the conductor give his answer in a straightforward, kind manner with a smiling countenance. This impressed me enough to watch him the rest of my ride, and from 7th and Vermont to 7th and Broadway no less than five received the same courteous treatment.

Sincerely,
MRS. C. G. SMITH,
711 South Vermont.

A class in natural history was reciting.

The teacher asked, "Where is the home of the swallow?"

A long silence, and then a hand waved.

"You may answer, Robert."

"The home of the swallow," declared Robert, "is in the stummick."

—Grand Rapids Herald

On The Back End (Contributed)

The best Spring tonic
That one can take,
Is a forty-foot garden
And a five-foot rake.

—The Pretzel.

Last week's Two Bells referred to Geo. Ferguson having been a motorman and a conductor but to ask us to believe that he was ever a switchman is asking too much. However, he is a mighty good pinochle player.

G. W. COULTER.

And still the Gull's return to the Roost; Motr. F. L. Metiver, and Condr's. A. E. Ackerly and H. W. Baerreson are those we welcome this week. Move over on the stick and give them room, you birds.

Just to illustrate the effect that the power saving campaign has had on the instructors, A. B. Parker, one of the men who is showing trainmen how to save electricity, asked for a new pencil after he turned in the stub of one which he had worn down to seven-eighth of an inch. That's economy.

W. F. Heffron of Division Three didn't mind when Curley Beers of the uniform department talked him into buying a new outfit as the old one was slightly going to seed but he did shout when on Easter morning he put on the coat and found one sleeve three inches longer than the other (so he says). Of course Curley fixed it after Bill had convinced him with his own tape measure that it was the coat and not the man that was out of plumb.

Condr. R. F. Ridell rises to remark that it would be real service if "Red" McDaniels, the oversized cash receiver, would wash and iron the money sacks in his spare time.

"No suh, you all can't see Mayonnaise right now. She's dressing."

Condr. E. A. Graham spills this one: A Jewish Lady boarded his Vernon car at Santa Barbara Ave., and after prolonged examination of her handbag, finally dug up a hat check and presented it for transportation. Graham courteously told her that it was a hat check and not good for further transportation. He had a sweet time persuading her that he knew she had not checked her hat and that the other conductor had given her the check to show her boarding place.

Please do not send a loud speaker to Div. 2 with the radio set, we have one installed already. It's name is Dennis.

Stop and think but don't stop thinking.

Conductor (new to his job)—I'm sure the old boy there has paid his fare twice. Think I had better tell him about it?

Motorman—No-o! Ask him for it again.—Sydney Bulletin.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Conductor Slattery, of the "N" line, has been off on the sick list for the past week, on account of an attack of acute indigestion. Slattery is an ardent advocate, and an enthusiastic pupil of a certain lady lecturer, who has been teaching him the science of what, when and how to eat, and his health was very much improved. But he yielded to temptation and accepted an invitation to a banquet, where real food was served, and now he is suffering the penalty.

The car was crowded and a lady was clinging to the straps with a baby in her arm. After a considerable length of time a young man, who had been sitting opposite the lady, pressed the button and leisurely arose and said, "lady have my seat." With a look of disgust the lady replied, "the only reason you are offering it to me is because you couldn't take it with you."

Motorman L. Burnett of the "J" line tells a pretty good one. He was east bound at Seventh and Hill and had pulled up pretty close to single "S" car, when a man boarded and came up front. When the car arrived at San Pedro Street and started across the intersection, the man shouted, "Hey, stop, your car has broken loose from the one ahead." Then he realized his mistake and explained, "I thought this was the second car on a San Pedro double train."

The boys of Division One were deeply grieved to learn of the death of Harry Cord last Wednesday morning. He was formerly a motorman at this division, but for several years has been confined to his home on account of ill health.

DIVISION 2

By R. C. Hoyle

Cond. J. A. Huff's wife died last week. Division 2 extends its sincere sympathy to Mr. Huff in his bereavement.

We have quite a number of re-employed men this last week. Cond. R. S. Young returned after a six months' absence. Young was about 40 on Division 2 list when he left. T. L. Carnine, formerly a motorman, is now trying out the back end. Mot. A. R. Garratt and E. E. Smith are back at the front end wrapping it up as of yore. Mot. O. B. Stevens is another well known old-timer to return recently after a long absence. Red is well known around both Divisions 2 and 3, having run restaurants near both places.

Mot. O. L. Harrison and Cond. B. Jones have secured temporary positions as flagmen on account of poor health.

Mot. C. J. Miller and S. T. Millard are working out of the maintenance of way dept. Mot. D. E. Fletcher returned to duty from maintenance of way.

Mot. C. Pipes secured a brief leave of absence to rest up after his strenuous duties as switchman. He having officiated for Ed. Forsythe during his recent sickness.

Mot. H. D. Hathaway has secured a 90-day leave of absence to visit Wisconsin.

Mot. R. Long is back after a sick spell of about three months.

Cond. F. Monier is back again shaking the bell cord after a 9 months' absence. Floyd made quite

Who's Who



THIS picture of George W. McCay, car carpenter of the Division Four mechanical department, was taken several weeks ago, but immediate publication is necessary to keep the picture looking natural. George makes a mighty good looking man in working togs, but it is a big question whether he would look so well with a frock coat and underslung tummy such as oil barons are supposed to wear.

Today's guest of honor in this column lives in Fairview Heights, which is just a couple of glances away from Inglewood, and oil well drilling is in progress in that territory. If oil is discovered George threatens to become rich, in which case the company might lose a good carpenter and the already overburdened field of oil magnates might be increased.

He started in 1909 at the main shops and has been at the Division Four shops since 1920.

AS YOU MAKE IT

To the preacher, life's a sermon,
To the joker, it's a jest;
To the miser, life is money,
To the loafer, life is rest.

To the lawyer, life's a trial,
To the poet, life's a song;
To the doctor, life's a patient,
Who needs treatment right along.

To the soldier, life's a battle,
To the teacher, life's a school;
Life's a good thing to the grafter;
It's a failure to the fool.

To the man upon the engine,
Life's a long and heavy grade;
It's a gamble to the gambler,
To the merchant, life's a trade.

Life is but a long vacation
To the man who loves his work;
Life's an everlasting effort
To shun duty, to the shirk.

Life is what we try to make it—
Brother, what is life to you?
—Exchange.

a hit with his candies around Division 2, especially around Xmas time. He has now sold out his business.

Cond. R. M. Stevenson has secured a two weeks' leave of absence to rest up.

The radio set has been installed at Division 2 and "a good time is had by all" listening in on the good music and speaking, but we have had no success in reaching Chicago as yet, but we still have hopes of getting Chili next winter.

Cond. A. W. Inloos was married recently at San Diego to Miss Rosa Lee Allison of Pawhuska, Okla.

Bowling results in conference held at Venice recently: Team representing L. A. Ry. made a total of 2415 pins. This was second highest score in their class.

DIVISION 3

R. W. Reid

It was a seven-pound baby girl and was born on Monday, May 5th, at the French Hospital. The proud father is Supervisor F. J. Bevis and, believe me, he doesn't hesitate to tell the world about it. (It's natural though, I did the same thing myself). Mother and babe doing fine. Congratulations and many thanks for the cigars.

Flagman Bill Bailey, who has been on sick leave for some time, dropped in for a chat a few days ago. Bill says that he is feeling much better and by the time this is in print he expects to be back on the job. He just returned from a ride to Santa Ana and while there dropped in to see ex-Motorman D. W. Lantz, who owns and operates a large garage there. Bill says that Lantz is doing fine and he asked to be remembered to his many friends on the system.

Conductor Joe Morris and Motorman G. R. Chapman are on a five-day fishing trip. We don't know where they went, but wish them luck.

"I'm off of Carter's Restaurant for life," says Motorman E. C. Rowland. This was hard to understand until we found out that he had married Miss Florence Hyde of 3352 Pepper Street. They spent their honeymoon at Catalina.

Rowland has always worked a night run, but he recently bid in a swing and his many friends wondered why. Now we know there was a reason. We wish them many years of wedded bliss.

Conductor J. Chabreck has returned to our fold and is now bucking the list. He quit about a year ago to try out the plastering game, but after trying it out for some time, he decided that grabbing the nickels was a whole lot easier and nicer, with the result that he is now back on the job feeling perfectly natural.

Another man who decided that street-carring was the best after all, is Motorman W. L. Apgar, who has returned and is now taking his 4 A.M. shines with the rest of the board.

Conductor W. J. Cripps is on a thirty-day leave. His plans are unknown.

Fishing was not very good at Lake Arrowhead on Tuesday, 6th, according to Switchman Arthur Walker, who with some friends spent the day on the lake. Arthur claims that he caught six nice trout, but while the fishing was poor, the trip was enjoyed by the party.

DIVISION 5

E. C. Tyler

A letter received from Condr. R. Barlow last week from Roach Plains, Sask., Canada, contains the request that he be remembered to all the boys. Barlow says he had a fine trip north, found everything in good shape when he got there and now is in the midst of harvest. He will probably return in the latter part of June.

Condr. D. ("King") Solomon, who is trying out on the Fire Dept., was in the other day. He states he likes it fine but is still on probation. It's awful to be that way, isn't it, King?

Mot. W. B. McCarter has been granted a leave of absence account of receiving a telegram that his father was very low in South Carolina. McCarter left at once and the wish of the boys of Division 5 is that he will find his father much improved.

Motr. T. E. Stuart, formerly of Division No. 4, who was working tem-

DIVISION 4

C. J. Knittle

Motorman L. S. Howe has been called to his home in Montana to take care of some business transactions for his mother. He was granted a sixty-day leave.

A fruit vendor put up the familiar, "No Bananas" sign last Friday when Motorman B. C. Smith's "P" car crashed into his cart at First and Santa Fe and started the balls a-rolling.

Operator O. C. Good has returned to the safety cars after trying out the police force for several months.

Supt. Wimberly was pleased to note that the attendance of Div. 4 trainmen at the meetings last Tuesday was up to the old standard. Of course there's a reason. We are convinced that when we don't go we miss something.

Safety Operator C. Fanning passed away last Monday night of pneumonia after being ill only two days. His sudden death shocked his many associates. The funeral was held Wednesday morning. Six trainmen acted as pallbearers. Div. 4 trainmen extend their sincere sympathy to the bereaved family.

A passenger on "ye scribe's" car was remarking on the number of autoists who had forgotten to get their new licenses.

"I don't know about that," answered "ye scribe," "All the cars I see have 1924 plates."

"Yes," he continued, "but haven't you noticed the bunch that have 'PS' in front of the number?"

Motorman E. F. Adams has been granted a sixty-day leave to visit in Phillipsburg, Mo.

The latest gag seems to be, "It's not my shape—it's my glands." But we never heard Instructor Starling spill that one. So, not being able to tend our own business, we suspected he'd be up to some monkey business one of these days.

The day came—but no monkeys. Foreman Boyd bought a box of Stimu-Plant last Thursday to take home for his flower garden. Mr. Starling mozzeyed in, saw it and asked what it was.

"Oh, that's wonderful stuff," answered B. B. B., "it'll give life to anything."

A few minutes later Mr. Starling stepped out and Mr. Boyd discovered half his Stimu-Plant "had went" along for company.

Motorman G. Recard, who resigned several months ago, has returned.

porarily at Division 5 during part of April, liked it so well at the Gull's Roost that he transferred over as a conductor. Welcome to Division No. 5, T. E.

Mot. K. E. Atkinson, who started in at Division Five as Motorman, decided he would like the "back end" best and returned to the Instruction Dept. for another course of study. He returned to duty last week.

Who was that staid and easy-going motorman of Division 5 who was seen "hot-footing" it up 54th St. about 4:00 A.M., making more noise than a 1912 Ford with one lung, but only going about half as fast? Come on, fess up, or we'll publish a name next week.

The meetings last Tuesday at the Disabled Vets Hall were well attended by Division Five trainmen and all the boys are unanimous in saying "That they enjoyed them very much."