

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

## BOYS PARADE ON SAT. AIDED BY STREET CARS

Street cars were scheduled under temporary re-routings to accommodate the Boy's Week parade on Saturday, May 1. The parade was to start at 10 A. M., over a route from Sunset and Hill to Temple, over Broadway to Twelfth, and to disband there in front of the Chamber of Commerce.

All cars and automobiles were to be cleared from the line of march, by order of the city council, necessitating the use of temporary terminals and re-routing of cars during the parade and consequent disruptions of traffic. Cars of Lines "P" and "L" over Broadway southbound were scheduled to divert from First via Spring to Eleventh, and other lines to be diverted similarly at the point of entering Broadway, to Main or Spring. Cars crossing Broadway were to turn back on either side, shuttle service operating where necessary.

### Our Quintet Leader Had a Pierce-Arrow



HE CLAIMS the distinction of having been a Pierce-Arrow owner, and to prove it produces this photo. Although the picture was taken in 1904, and he must have been too young at that time to own the red nose that distinguishes him now, friends will not find it hard to recognize Clyde Jewett, leader of the Los Angeles Railway Hawaiian Quintet. The picture was taken in Fallon, Nevada, and Clyde says the car was still running in 1921, as he saw it that year in Reno.

### WE WERE WRONG

In the picture and story printed last week regarding the emergency hospital at the South Park shops, Mrs. N. M. Kearns was referred to as Mrs. N. M. Stearns. Mrs. Kearns is clerk for "Billy" Brown, general foreman of car houses, and not chief clerk of the master mechanic's office, as was stated. F. O. Rowbottom, in the picture with Mrs. Kearns, is a clerk for J. L. Clarke, superintendent of electrical repairs, and not a carpenter.

## Moral: Don't Watch Shoppers Shop While Talking On Phone

Two ways of using the company telephone—Conductor J. J. McFarlane, of Division Four, knows how to do it both ways. The box equipment is typical of emergency telephones in use over the system.



ALL men who have to stoop over to use company telephones, and short men who have to stand on tiptoe and shout upward, are a problem to William Yandelle, superintendent of telephone equipment. To place the standard company telephone equipment in a position easily accessible to the tall and short, fat and lean, is a job that is not easy. However, practically all company telephones for direct communication with the dispatcher by trainmen, supervisors, and others, have been adjusted to meet common conditions.

There is a right way and a wrong way of using the telephone, and in the course of a trainman's day the way he uses the telephone in making reports is important in the maintenance of service. In the majority of cases of B. O. phones it is found that the phone was reported out of order because a trainman did not use it properly and could not make himself understood.

A few pointers for using the company telephones are given by Yandelle, whose job is supervision of company telephone service and equipment.

"It is sometimes effective where the noise from the street is very great to place the thick part of your hand over the transmitter while you are listening, removing it only when you place your mouth close to the transmitter to speak into it. In this way the sound waves from outside noises are kept from interfering with the sound of the voice.

"Never raise your voice. If you speak directly into the transmitter with your mouth not more than two inches away, the ordinary tone of your voice is sufficient. If your mouth is

as close to the transmitter as it should be, the sides of the telephone box will prevent your voice from being lost in the traffic noise."

### New Way Found to Clean Armatures

The electrical repairs department has something new in the way of apparatus for cleaning armatures. When the motors are brought in to be overhauled the armatures are always covered with a heavy coating of dust. This was formerly removed outside the shop but with the installation of new machinery this can now be done inside. A compartment has been constructed in which the armatures are suspended from an iron rod and after being closed in, compressed air is blown through an aperture left for this purpose and so all dust is removed and the armature is clean and ready for repairs if necessary. The air passes out through a tank containing an arrangement of pipes for spraying water which washes the air clean before it once more returns to the outdoors.

### GEORGE KLEIN DIES

George Klein, painter, who had been in the employ of the company for a number of years, passed away on April 22, after an illness of many months. Mr. Klein took a sea voyage through the Panama Canal to New York and back in an endeavor to recover his health but the benefit was only temporary. Funeral services were held at the Reed Bros. Undertaking Parlors on Saturday, April 24, at 2:30 P. M.

## DATES FOR NEW DIV. MEETINGS MAY 24-28

The correlation of the traffic and schedule departments with the safety department will be placed before trainmen at a series of meetings to be held at divisions May 24 to 28 inclusive. L. A. Recappe, superintendent of schedules, and W. B. Adams, director of traffic, will be the principal speakers at these meetings, and the company orchestra will provide entertainment before and after each meeting. There will be three meetings at each division to accommodate all trainmen.

The principles on which the preparation and maintenance of schedules are based will be explained in detail by Recappe and Adams, and the fact will be stressed that time tables and schedules are not made by taking the distance to be covered and dividing by the number of stops to be made, but are worked out from past experience and constant observation of traffic and route conditions, and strictest consideration of the time that can be made with safety under given circumstances.

The plan of the operating department in presenting a series of meetings on alternate months throughout the year to acquaint trainmen with the relation of each department to their work, is being followed up by the instruction department in intervening months through a questionnaire. Sets of 12 questions each have been prepared for motormen, conductors, and safety operators, to be issued during the month following a series of division meetings, and having to do chiefly with matters covered at the meetings. Answers to all the questions are found in the rule book, and the purpose of the questions is to test the trainman's understanding of the rules. On checking the answers to each questionnaire, if some misunderstanding is found to exist, the instruction department will follow it up with personal attention to the trainman to correct his understanding. Questionnaires following the series of meetings devoted to safety were sent out during April, and required to be in the hands of division foremen April 24. Division superintendents, supervisors, and instructors were also asked to fill out questionnaires.

Attendance at one of each series of division meetings will simplify the work of filling out the questionnaire, as each in the months to come will cover thoroughly the subjects discussed at the meetings.

### AIR BRAKES INSTALLED

The first yellow double-deck bus purchased by the company, number 1001, is being equipped with air brakes. All the other double-deckers have the air brakes, which are similar to those used on street cars.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Tell Dispatcher the Truth

THE immediate occasion of this editorial was supplied by a motorman who reported faulty brakes. He was ordered to proceed because his report did not indicate a serious failure of equipment. On inspection by the mechanical department it was discovered that the car had a broken brake-rod which entirely prevented the application of the brake apparatus.

In spite of this condition he brought his car, loaded with passengers, to the center of town by using his reverse. To add to the enormity of the case he boasted of his skill! On being questioned he tried to shift the blame by saying that a dispatcher had ordered him to proceed.

Here was a triple offense against good railroading. He broke the clearly stated rule on reporting all mechanical defects; he did not live up to the responsibility for the safety of his passengers; and he tried to shift the blame for his own errors. A single adherence to truth would have prevented this affair which only good luck prevented from being disastrous.

The consequences of such an attitude are too serious to be overlooked. It is not the same as a mistake involved in an ordinary commercial transaction. The very lives of the passengers were involved. The happy escape from a serious accident is no excuse, for the prevalence of such a state of mind will inevitably bring terrible consequences.

The kind of information necessary for an intelligent order from the dispatcher is clearly set forth in the Rule Book. Therein is a summary of the long operating experience of the Company. Its provisions are designed to secure the safe and adequate movements of the transportation units.

The conduct of transportation on a greater system like the Los Angeles Railway is a tremendous job. The movements of more than a thousand cars over a great gridiron of streets and through the mazes of an ever-changing traffic situation call for a high type of executive ability. If the control exercised in the dispatcher's office is to be effective, a close cooperation must be maintained by the men in charge of the cars with the central office.

## The Musings of an Old Timer

By George E. Ferguson

"Backward, turn backward, oh Time in thy flight," quoted the Old Timer as he eased his frame into an old chair in the switchmen's shack. "Time has changed all operation to a certain extent, but wouldn't you like to live over again some of the good old times of days gone by?" Now there's Ed. Forsythe down at Division Two, switching. He can tell many a splendid yarn of earlier days. One of his stories concerns the way they used to handle obstreperous passengers. It seems that there was a winery located in the vicinity of Vernon & Central and when a number of the gentlemen who had 'gazed too long on the wine when it was red' got on a car and started to getting rough, a telephone call to Division One brought out Ed. and an assistant with a shortened pick handle. At Seventh and Central they boarded the car and began to mop up. They were the good old days, eh?"

"E. C. Williams, Supt. of Division One, L. A. Recappe, Supt. of Schedules, and J. M. Shrader of the Claim Dept., are among those present in the picture gallery. This trio is certainly a picture of 'wim, wigor and witality' and while I make no accusations, I am sure that they were 'regular devils', twelve o'clock guys in a nine o'clock town.

"I had the pleasure," said the Old Timer "of paying a visit to F. E. Denison, formerly Director of Traffic. Frank is now located about half a mile north of Ventura Boulevard on Amestoy Street. This is in the little hamlet of Encino. Several acres of ground liberally planted to fruit etc., is helping to bring Frank back to health that he forfeited while in harness. The phrases of 'Go Slow' and 'Take it Easy were not listed in this old timer's vocabulary. On the job 24 hours each day, he 'hit the ball' and

kept it up until he came near signing off for good. He confided in me on my recent visit that, like the old war horse, he still likes the smell of powder and whenever he reads of a big parade in dear old Los Angeles he immediately begins to get in the game. The tree rows form the highways that are to bear the tread of imaginary marching feet and parallel rows form the routes the cars are to be diverted to and fro. Thus again he lives over the old times while Mother Nature is gradually placing the old boy on his feet again.

"Back in the dim-past," said the Old Timer, "we used to think that our cars were models of style and elegance, but, oh, my, what a difference a few years make. It sure does seem a far cry today from the old Pullmans and the 1926 'H' type. The old 'go-get-em' type would today be considered a man killer. The stool limit was in force those days for the motormen, and the conductors had no stools at all. What would the poor conductor of today, who thinks that he is overworked, do if he had to pull his own switches, keep check on all passengers boarding when he was off on the ground, turn his trolley from end to end, and punch each transfer issued, time, direction, etc.?" and the old timer shook his head. "These modern flappers don't know what work means."

### BUILDING A STOREHOUSE

Workmen are busy at the bus garage at Sixteenth and San Pedro constructing a new store house at the northwest corner. This store house will be used for bus parts and equipment. An office for the use of the superintendent of automotive equipment at the bus garage has just been completed.

## BULLETINS

Issued May 3, 1926

BULLETIN NO. 63

Notice to Conductors

The following Firemen's Pass Books are reported lost and in improper hands:

No. 24200, issued to Fireman Donald T. McDonald.

No. 25410, issued to Fireman John L. Hickman.

No. 28644, issued to Fireman Charles P. Morrison.

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:

No. 1706, issued to W. E. Jones, Repairman, Electrical Repair Department.

No. 5124, issued to H. W. Johnson, Conductor, Division No. 1.

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

*P. B. Hill*

## BUS BULLETINS

BULLETIN NO. 433

The new gateway into the garage yard at 16th and San Pedro, about 200 feet west of the present gate to the yard, will be open from 6:00 p. m. to 2:00 a. m. All Operators when pulling buses into the Garage between the hours above mentioned will do so through this gate and park them in an orderly manner in the yard west of the Gas Station. This becomes effective, Tuesday night, April 27.

BULLETIN NO. 434

Bus Operators and Conductors while on duty are not permitted to smoke while at the Zone on Olive between 5th and 6th, or at the Zone at 7th and Olive Streets.

At the Zone on Olive Street between 5th and 6th, Conductors must remain on duty on the Bus to receive fares from passengers when boarding. If it is impossible for him to do so, the Operator must take his place. This on account of a large number of passengers boarding at these places mentioned.

BULLETIN NO. 435

The new schedule for the Melrose Line becomes effective April 29.

The new schedule for the Wilshire Line will become effective May 2.

*J. Van Vranken*

### MOTHER

As I sit all alone in the twilight so gray,

With the dawn of Mother's Day drawing near;

My mind wanders back to days that are gone,

When at home with you, Mother dear.

I think how you watched over me when a child,

With a love so patient and true;

And you kissed away all my sorrows and cares,

In a way none but Mother could do.

How often you asked God to guide me aright,

And to fit me for heaven above;

Not until I had left you, Mother, my dear,

Could I fathom your wonderful love.

Though my calling has taken me away from my home,

And distance veils you from my sight;

I still feel the weight of your love and your prayers

As it rests on my soul day and night.

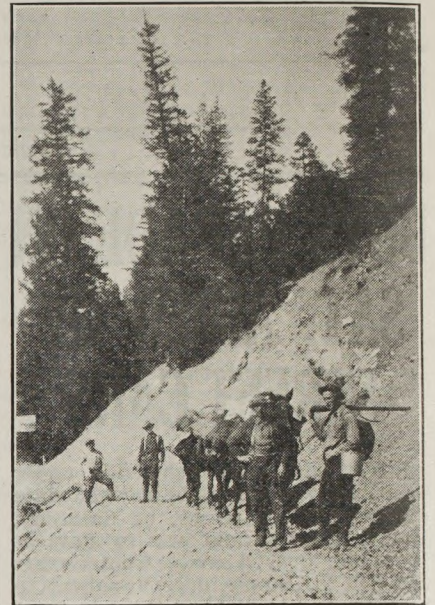
Though I'm sad when I think that you, Mother, dear,

Must some time be taken away;

'Tis comfort to know that you will live on  
In a land of one bright, endless day.  
—Exchange.

## Cond. Leonard Has Good Hunting Trip

HERE'S a little snapshot of Conductor Leonard Boatman along with a native of South Fork of Indian Creek, a horse, two mules, his dad, and another native of the Fork, reading from right to left, that's the way they come boys so you can readily pick out the mules. This was taken on the



trail out from Happy Camp, Siskiyou County, Cal., where Leonard spent an extended hunting trip.

One of the mules stepped on Leonard's foot (he wears a number ten shoe, so I don't see how even a mule could miss it) and this little act,—he's very easily provoked,—called for some tall cussing from Leonard. His dad, overhearing this trooper language, stepped up behind Leonard and said, "Say, Son, I always taught you to call a spade a spade—why deviate when it's a mule?" Leonard had used up all his words by then, but the sting was still in his toes, so he looked the mule over from head to hoof, mostly hoof, and said, "So's your old man."  
—Fred Mason, Div. 5.

## L. A. Railway Juniors Help in Boys' Week

Cyriald Martin will be one of many sons of Los Angeles Railway trainmen participating in the "Loyalty Day" parade Saturday, May 1, which



ushers in the annual Boys' Week. Cyriald is the 13-year-old son of Conductor J. P. Martin, of Division Three, and is leader of the Wolf patrol, Troop 94, of Loretta Street School.

The line of march for the parade will be from the old Los Angeles high school grounds on North Hill street at 10 o'clock, south to Temple street, east to Broadway, and south to Twelfth street. Fifteen thousand boys of Los Angeles, including Boy Scouts, military organizations, junior Y. M. C. A. organizations, and religious groups, will take part in the parade.

A quitter never wins—a winner never quits.

# Bouquets And Things

(Hand Picked)

**DIVISION NO. 1**  
For Condr. A. J. Hathwell, from Mrs. M. W. Alderson, 339 S. Rampart.—Extremely polite and courteous, treating the public with cheer and kindness.

**DIVISION NO. 2**  
For Mtr. J. M. Luddon, from H. H. Hunt, General Manager, Old Mission Vending Co., 5219 S. Hoover.—General efficiency, calling the streets in a clear loud voice, most courteous and pleasant to passengers, alertness, and being constantly "on the job."

For Condr. W. H. Laing, from I. B. Howard, 1432 West 38th Street.—Kind and considerate, very nice to ladies and children, and a real gentleman.

For O. E. Wilson and R. B. Davenport, from Cornelia A. Crowe, Receiving Hospital, 104-110 South Hill Street.—Courteous and good-will service in returning lost badge to owner.

For Mtr. J. G. Mackie, from W. Lee Welch, National Land Insurance Co., Financial Center Bldg.—Courteous to all regardless of wealth or social position of the recipient.

For Mtr. J. A. Wear, from Fred L. Gibson, 969 Camulos Street.—Careful driver, kind and courteous to the patrons, has a pleasant word for everybody, helps old people and children from his car, but plays no favorites.

**DIVISION NO. 3**  
For Condr. C. E. Harris and Mtr. J. W. Gilreath, from Mrs. Elizabeth Boswell, 377 Crane Boulevard.—Kindness in notifying passengers of the location of the car because of a blockade, thus making sure that his passengers did not miss the late car and have to wait half an hour for another.

For Condr. D. A. Jones, from W. A. Wainwright, 514 Douglas Building.—Gracious loan of the amount of the fare when passenger found himself without money.

For Condr. W. J. Millican, from C. H. Bennett, 1020 Loew's State Bldg.—Kindness in helping women on and off cars and calling each street in plain English.

**DIVISION NO. 4**  
For Condr. A. McKenzie, from Mrs. Dalton, 1603 South Orange Grove Avenue.—Thoughtfulness and courtesy to three elderly women and being generally nice to patrons of the road.

For Condr. H. E. Ketchum, from Malcolm Lloyd, 201 N. Robinson Street.—Good humored and efficient manner of handling the crowd in his car during the rush hours of the day, keeping the doorways clear.

**DIVISION NO. 5**  
For Condr. R. Gilbert, from Miss Dulcinea Howard, 423 West 41st Place.—Kind and courteous to old ladies, helping them on and off the cars.

For F. Adams and G. E. Gibson, from D. V. Curry, Police Officer, Lincoln Heights Detective Bureau.—Kindness and courtesy to all street car riders.

## Appreciation

W. L. Alcorn and family wish to express their sincere appreciation to the Co-operative Association and all friends for their beautiful floral tributes and kindness during the illness and loss of our beloved wife and niece.

W. L. Alcorn.  
Mr. and Mrs. J. A. Henderson.

To the members of the Co-operative Association of the Los Angeles Railway Employees, I wish to express my appreciation of the beautiful mounted wreath sent in memory of my beloved husband, the late Charles L. Fridd. I also wish to thank the Association for the timely check which I received.

Mrs. Charles L. Fridd,  
5818 Sixth Avenue.

E. A. Tower, of the schedule department, wishes to thank members of his department and of the dispatcher's office for flowers sent on the death of his brother, Frank L. Tower.

Harry W. Hunt, of Division Five, who is recuperating from illness at Tujunga, has written to thank members of the Co-Operative Association for their kindness and financial help.

### TWINS VISIT MAIN OFFICE

"The Winning Twins" were making the rounds of friends at the main offices last week. They were Elmer and Arthur Bartley, the sons of Lt. J. A. Bartley of the city police department, winners of a twin popularity contest conducted by one of the daily papers.

## THEY WANT THAT CUP, AND WANT THEIR FRIENDS TO HELP THEM



The Los Angeles Railway Orchestra, made up of trainmen in the service, broadcasts regularly over local radio stations and is out to win a radio popularity contest being conducted by a local newspaper.

## Quintet Played For Sawtelle Veterans

The Hawaiian Quintet entertained the disabled veterans at the Old Soldiers' Home at Sawtelle Friday, April 30.

Marvin Taylor has replaced George Harvey in the orchestra as drummer, through Mr. Harvey's request on his resignation.

## TWO JOBS HALF DONE

The job of remodeling Division One car house, which includes re-arrangement of tracks and pits, changing the depth of some of the pits, is approximately half finished. Work on this job was started about six weeks ago.

The concrete and wood block flooring which is being put in the lumber shed at the South Park shops, covering an area of about 20,000 square feet, is also about half completed.

## For a Frozen Controller Handle Cavett Says, "Use Your Head"



Picture shows W. R. Cavett, inspector of operating equipment, applying remedy to frozen controller, which might have saved 32 minutes' delay at the end of a line.

A delay of 32 minutes at the end of a line the other day was caused by a "frozen controller handle" as shown in the picture above. Such delays are not infrequent, and there is a simple way to remedy the condition that is not generally known to trainmen.

When the motorman removes the controller handle at the end of the line preparatory to heading the car back the other way, he slips the reverse handle under the wedge at the top of the controller handle which holds it in place, and the handle comes off smoothly. Sometimes, however, the spring becomes loosened and the wedge slips down a fraction of an inch, which is enough to lock or "freeze" the controller handle.

A switch iron or something similar, which can be used as a lever, offers the best remedy for the condition, ac-

ording to W. R. Cavett, inspector of operating equipment. With one hand holding the reverse handle into the wedge, force the lever between the bottom of the controller handle and the water cap, and raise the handle as usual. This condition is similar on cars of K-68 and K-35 types.

A common cause of the frozen controller handle is the practice of using the handle for a hammer in lowering fenders and other purposes where it seems convenient to the motorman. This is, of course, strictly against the rules. This results in a "batted handle," or one that has been bent so that it does not fit with the ease that is necessary. Cavett urges motormen to familiarize themselves with the construction of the controller handle, asking questions if necessary, and to avoid using it as a hammer.

# On The Back End

(Contributed)

DISGORGE, GEORGE

A division's big boss, surnamed George, Reminiscences golden can forge. I can hardly refrain From saying his brain Holds more, than he soon will disgorge.

"What time does this car leave for the city?" asked an old lady of Conductor Wollam, of Division 3, at the end of the Eagle Rock line.

"One fifty," replied Wollam. "Make it one forty-nine and I will take it," said the old lady sweetly.

He boarded the car, was carrying a fair load of home brew, and fell asleep. The conductor was getting quite anxious as they neared the end of the line so he shook him and asked what street he wanted. "What streets have you?" he asked.

L. A. Ry, L. A. Ry., here's a query, How does your safety grow? "By using one's noodle More than a poodle And thinking of work more than 'dough.'"

Paul Tromblay of Division 4 tells of a humorous incident which occurred on an eastbound "L" car at Eleventh and Georgia a few days ago. A middle aged couple boarded. The man had the dime in his mouth. He also had false teeth and the dime had lodged between the teeth and his gum and absolutely refused to come out. After several minutes of vain effort, the man cast off all dignity, took out his teeth and the elusive dime was recovered. And everybody seemed happy except the conductor.

### TRANSFERS

Have you ever listened When you run a yellow car, To the strange pronunciations Of one word? Here they are.

On Pico or West Adams You will hear a lady say, "Some change, please, and a 'transfah'. I must go a long, long way."

But when you get to Brooklyn It's a different circumstance. The only thing you ever hear Is, simply, "Please—a trans."

There are green and yellow "transfers" And some brown and salmon "transz," And Vermont and Vernon "transuhs" Which you get in both your hands.

L'Envoi So some day, unexpected, Just like a wholesome sneeze, You'll be asked in your own language For a "Transfer, if you please." —Conductor D. F. Edgar, Div. 4.

### MISS HOFFMAN WEDS

Miss Ida Hoffman of the auditing department, became Mrs. Gordon Lantz, at noon on Saturday, April 24. The wedding was a quiet one and occurred in the study of the First Baptist Church, Dr. James Whitcomb Brougher officiating.

On returning to work Monday morning, the bride was greeted with a shower of rice by her fellow workers. The office presented her with an electric toaster as a token of their friendship.

### TRACK DEPARTMENT BUSY

The work of raising the tracks to conform to the street grade and paving over the track strip on the west half of Alameda street, from Twenty-sixth street to Slauson, has been completed. This job opened Alameda street west of the Southern Pacific right of way.

Renewal of special work at Fourth and Broadway has been finished, and a new layout of special work at Fourth and Spring has been ordered. The latter consists of curves from south to west, and from west to north. This will replace the old three-fourths grand lay-out which is now in place.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

The Los Angeles Railway Orchestra is leading in the Radio popularity Contest being conducted by the Illustrated Daily News. The fellows that have been boosting the orchestra have done some fine work, and by their loyal support have placed the orchestra in the lead. Now what we want is for EVERY EMPLOYEE of the Company to get back of the Boys and boost them along. It is YOUR orchestra and everyone should feel proud to see them win the beautiful loving cup. Remember the contest closes on May 7, so get busy.

### HERE'S TO ED.:

*Janitor Ed. is a pretty good guy,  
All in all, he's mighty spry,  
Washes windows all the day,  
Never thinks about his pay,  
Never once looks at the clock,  
To some, this would be quite a shock.  
Forever chasing after dirt,  
Always up and on the alert,  
With a smile for the guy that passes his way,  
A darn good way to be, I'll say.*

Conductor R. A. West, who recently took a leave of absence to go to San Francisco, writes in his resignation, stating that he intends to go up into the State of Washington on a hunting trip.

Mac, the barber, says that he has sharpened up his lawn mowers in readiness for the rush for Irish bobs that always comes with the warm weather. Step right up girls, I mean boys, and gets yours before the rush.

Mot James Hoke, who keeps us all guessing about when he is going to get married, has at last let us in on the secret. He says its going to be in June and he is now building a little love nest out in Belvedere Gardens.

Conductor "Curly" Adams, who works traffic at Seventh and Central, says that he will have to get himself a new uniform, as the other traffic man and the Police Officer that work on the same corner both have new uniforms and he can't get any of the girls to even look his way. If you could only work with your hat off, Curly, you would be all right.

Bughouse Fables: Not Harry Tupper speaking: "Say, Mr. Foreman, please mark me up to a tripper and a night run every day this week."

## DIVISION 2

H. F. Nelson

Introducing new men at this Division: Motormen, T. B. Riley, R. E. Bradford, K. R. Caldwell; Conductors, Frank Ostendorf, E. L. Lynn, W. M. Murane.

James A. Madigan reports a very pleasant trip last Saturday and Sunday. Drove to Riverside and visited all the smaller towns on the way back.

Conductor M. Taylor is again playing the drums for the L. A. Ry. Orchestra. We are very glad to have the Division represented once more, so get busy boys and get those vote coupons.

Conductor E. R. Adams granted ninety days leave of absence.

Conductor E. O. Crook entertained the boys Wednesday afternoon with a few vocal selections with his guitar accompaniment. If you haven't heard him render the "Prison Song" you've missed something real good. Just watch the Extra Board and find out when he does his "Shining," and then drop around.

C. E. Hill, formerly a Conductor of this Division, passed away April 23d after a long illness.

## Who's Who



FARMING down in Georgia was the occupation of Conductor J. O. McArthur, of Division One, before he took up railway work in October, 1919. He had spent the whole of his life in Georgia before coming to Los Angeles, except for the time between October, 1918 and March, 1919, when he was a buck private in the United States Army.

## SHOPS

By Jack Bailey

Judging from the activities of the co-operative support, we will not be surprised to know that the L. A. Orchestra and winner of the radio popularity contest will furnish entertainment at the next company dance. This will give those who have performed in earnest a chance to appreciate their efforts. It was the home folks that put it over. What you say, gang?

Carpenter W. E. Christian will embark for some parts of Europe before many moons. Bill will leave many friends here at the shop and we all wish him luck, and if he changes his mind, a happy return.

"Doc" Robey, mortuary parlor foreman at Division No. 2 came in the other morning on three wheels. He says if the finder will call at his parlor they will get a reward. Yes, he drives a Ford.

Those wishing to take their vacations early this summer should go into the Truck Shop and ask Mr. Kirby if he got Pasadena on his Atwater Kent, and if that doesn't burn him up, stick some Number Two's on his back. He is strong for that proposition.

Money may be the root of all evil, but it sure helps a good man in looks. Had you noticed Toney Kasper's hair cut some weeks ago? But say, clothes make the man. Ask Conductor No. 675 from Division No. 2, if he bought a pair of shoes from the Truck Shop.

Elmer Wood was around getting addresses from us the other day. You boys at the Garage know it won't be long now.

We regret to announce the death of Painter, Geo. Klein. Mr. Klein had been ill for some time but his death was wholly a heartfelt bereavement to his many friends at the Shop. We take this opportunity to express our deep sympathy to Mrs. Klein.

## DIVISION 3

Dan Hanley

Headliner for this week! A seven pound baby girl. Congratulations to Conductor T. J. McDonald. More power to you Mac.

You all remember Conductor Elliott. Well he came in Wednesday and paid us a visit, looking prosperous and contented, and just taking life easy.

Are you hustling for News coupons? If not, get busy.

No one can say that this division did not take an interest in the questionnaires. It took about 800 to supply 400 men.

"Hey Myrtle, I thought this was chicken pie," moaned Conductor Stebbins. "I've eaten nearly all of it and haven't found a piece of chicken yet. How come you call it chicken pie?" "That's all right," replied Myrtle, "there don't have to be any chicken in chicken pie. There aren't any dogs in dog biscuit, are there?" And then she slipped him an extra piece of butter by mistake.

Interviewing the crews on West 11th since they shuttled it, I have found that they seem to be quite contented, as several of them remarked that they have time now to get a drink of water at the end of the line. Pretty good schedule.

Wouldn't it be grand if this company could save all the pieces punched out of the transfers and sell it for confetti.

Now summing up things: Hustle for coupons, get witnesses, but for heavens sake lay off those trip sheet errors.

## DIVISION 4

C. J. Knittle

Friends of Trainmen Muckey and Gourlay, who left for Minnesota by auto April 13, were surprised to hear that the car struck a curb in Barstow and turned over, breaking a wheel and slightly injuring Muckey.

"Get up, Luke!" urged Mrs. L. B. Dundas when her motorman husband shut off the alarm and resumed snoring. "I'm not going to work today," answered Luke, "I've been running my car all night in my sleep."

In a contest recently held to determine who is the most popular character appearing in the Division 4 column of "Two Bells," the following votes were compiled:

Foreman B. B. Boyd.....	10
Millie, the car cleaner.....	7
Conductor Will Nabbit.....	5
Mac, the barber.....	4
Janitor Wm. Colley.....	3
Motorman "Fat" Smith.....	3
Mrs. "Ye Scribe".....	1
(Vote cast by "Ye Scribe")	
Switchman Jack Barden.....	1
"Ye Scribe".....	1
(Vote cast by Mrs. "Ye Scribe")	
Conductor Hugh O'Neill.....	0
Conductor Frank Deuber.....	00
Cash Receiver Smith.....	000

PERSONAL: Raymond. My address now is Rimpau Coffee Shop. Please come in soon to see me. Hazel.

"Did you ever have a home?" asked Conductor Shaffer of Conductor Stewart.

"Sure," answered Stewart, "but the hog grew so big there was not room for both of us."

## DIVISION 5

Fred Mason

Merdie Rhodes, our janitor, will open this week's programme with "That certain party."

Conductor Bobby Warner was unfortunate enough to get bitten by a dog last week. However, Bobby got over it alright but the dog died.

What time are you due at Jefferson and Main, Heine? If 6 and 6 make 14 drop in and see me I'll make you a couple of \$6.00 loans.

A coupon a day keeps the Packards away. Bring 'em in boys, and show our orchestra just how much we think of them. You've been doing wonderfully well. Just seven more days to go—don't let up.

Glad to see Motorman Jack Bruno, and Conductors Trager and Earnest back on the job again from leave of absence.

Frank Adams says "Always begin at the bottom except when your're learning to swim." Gimme a straw.

We regret to announce the death of the wife of Conductor C. D. (Dad) Fisher, who passed away Sunday, April 25, after a short illness. The boys of this division extend their heartfelt sympathy to Conductor Fisher in his bereavement.

## BUS DIVISION

Elmer Wood

Like many other operators, R. Head was married and kept it a secret for a month, but it always gets out sooner or later. Anyway, congratulations, Head, and don't let it happen again. As for A. E. Johnson, I am crossing him off my list as a reporter if he doesn't deliver the news better than this, even if he was the best man.

The boys of the garage extend their heartfelt sympathy to George Riggs, driver of No. 64, whose mother passed away April 19.

A Fageol representative riding in the Gas Electric bus wanted to see how fast it would climb a grade, so he asked A. D. Alfier the operator to stop at the bottom of the next grade, which he did, and when ready to go, Alfier turned to the interested gentleman and asked, "Do you want me to start in Multiply or Serious?" (Meaning multiple or series, which are the electrical positions on the controller.)

Operator L. C. Cook is the proud papa of a 12½ pound baby girl and reports mother and daughter doing fine. Congratulations, Mr. and Mrs. Cook.

Among those buying Ford Coupes last week were D. Ovard of the garage and Jack Bailey, scribe for the shops. I would like to say something about the latter, but space is short and maybe I have said enough.

Former Operator C. W. Brown, who resigned to go back to Texas, evidently didn't stay very long as he was seen around the division last week.

Operator H. N. Porterfield and Conductor P. Ruecker have resigned.

Introducing new men: D. D. Thomas, R. R. Johnson, D. C. Lough, and W. Kosick.

The new men in the garage are Walter Hinze, brother of Hugo Hinze, now in charge of the department, and Melvin Rosenbaum, who has been put in charge of the gasoline house.