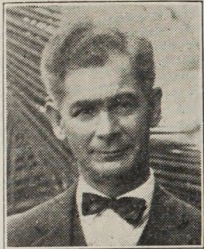


Superintendents Exchange Divisions

Ernest R. Dye, superintendent at Division Three and George E. Ferguson, superintendent at Division Five, will exchange divisions, effective February 15.



Ernest R. Dye

Superintendent Dye came to the company as a young English lad in November, 1899. He served first as conductor out of Division 1 and was later transferred to Division Five. He resigned from the service in February, 1902, but was re-employed as conductor at Division One in August, 1903. He became extra student instructor at Division Five in August, 1919, regular instructor in February, 1920, and was made superintendent of Division Three in February, 1921.

Mr. Dye is well loved by the men of Division Three. Though quick in sympathy he is firm in administering discipline and has a consistent record of just decisions in all matters coming before him for consideration. Mr. Dye's hobby is the great outdoors. He loves the mountains and is never happier than when trailing through the woods with a dog and gun.

He shies at swampy places, the kind where mosquitoes gather to sing their requiem songs, for these pesky insects have a great aversion for any other food when Superintendent Dye is in the neighborhood. It is of record that a swarm of mosquitoes up in the Owens River country—a particularly vicious variety—passed up all the other members of the party.

"Meet The Wife"

The right kind of man is proud of his home, his wife, his family. When he says "meet the wife," there is something in his voice and manner that makes you know he is handing you his highest compliment, offering you his blue ribbon brand of special, private, personal esteem. And all wives appreciate this. Never was there a woman who did not glow with pride when her husband said in his nicest company manner, "meet the wife."

The tale is told of the time when Mr. and Mrs. Dye, Mr. and Mrs. Dick Smith and Mr. and Mrs. E. C. Williams went on a trip into the Inyo country. They chose a lovely grassy spot to make camp. It happened that the same spot had been selected by the mosquitoes of Owens Valley for a convention. No other member of the party was touched but Mr. Dye got up the next morning with face and neck covered with great welts showing where the insects had banqueted.

Speaking of shooting, reminds his friends that the Superintendent of Division Three is very proud of a record shot he made once upon a time and always carries with him a dime with a bullet hole in it. He claims he shot the eye out of the Goddess of Liberty at 100 yards.

No one has ever attempted to verify this story except R. R. Smith, assistant superintendent of operation and E. C. Williams, superintendent of Division One, who were on the aforementioned party. Williams stole the dime out of Dye's clothes and held it up for Smith to shoot at—Williams came back showing a piece niched out of his finger.



Geo. E. Ferguson

Superintendent Ferguson entered the service of the company in October, 1905, as conductor out of Division Two. He resigned in April, 1912, and was re-employed a year later as motorman. He was made extra dispatcher in February, 1914, regular dispatcher in June, 1917;

And wives now-a-days—that the fireless cooker and the vacuum cleaner are on the job—have more time to be interested in their husbands' friends, associates and work. They want to know the possibilities and problems of his job. It is right that they should. A better understanding of each other results when they do.

Two Bells has a real message for the wife. She is as much a part of the big Los Angeles Railway family as her husband on the payroll is. She will be interested in Two Bells. Take it home for her to read.

Work Trains at Vernon Yard



entered the schedule department in August, 1920; was made special representative of the Superintendent of Operation in April, 1921, acting division superintendent of Five in May, 1924, and regular superintendent of that Division in January, 1925.

Mr. Ferguson came to Los Angeles from Eureka Springs, Arkansas, where he had been city editor of the Times-Echo. He came with fine recommendations, one from the mayor of the town and one from the vice president of the electric railway. A blank filled in by a boyhood friend said that although he had steadied down, he was a bit wild in his youth. Just to refute this longstanding statement, we are publishing herewith



George's picture, taken at the time he came to the company. Anyone gazing upon the angelic expression of his countenance would never accuse him of being wild.

Like all the newspaper clan, his record shows that he got restless around May, 1913, and shot a letter to the superintendent applying for every job except the superintendent's.

Chief Inspector Dennison, thinking to do him a favor, put Ferguson to work pulling switches at Eleventh and Main Streets, but the engineering department made complaint because of the extra repairs to street paving, and he was taken off the streets and

made a dispatcher to save expense.

George offered himself as a sacrifice on the altar of public service, but didn't get enough votes to elect him to the city council, so he had to remain in the street car game.

"George has a wonderful sense of humor for a fat man," said one of his friends the other day. "When he was a dispatcher at night he always left the light burning on the board on the line that run to the cemetery."

The boys that used to congregate at the old Rathskeller on Spring Street get together every now and then and recount tales of those old days when beer was beer and only a nickle. One evening, so the story goes, the bunch left the place and started south on Spring Street. After going a block, they discovered that George was not with them and on returning to find out what was the matter they found him walking backwards toward Second Street.

There will be considerable mourning at the Sea Gulls' Roost when George Ferguson leaves, for every man there has found in him a loyal friend and a square shooter.

Those who know the two superintendents well have no fear but that each will soon win his way into the confidence of the men under him in his new job and will have their loyal support and co-operation.

The curves at the westerly end of the North Broadway bridge are being renewed and the tracks on the bridge resurfaced.

~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

Again, "Use Your Head"

Two weeks ago we called your attention to the advisability of "using your head" as an indication of what line of action a man should follow under certain circumstances.

We have reason to believe from the results obtained that this little article did some good, and it leads us to call your attention to a few more ways by which the use of the slogan "use your head" can be made to produce good results.

For example, a trainman who will "use his head" cannot fail to realize that an accident report is necessary in connection with every accident of any nature whether any indication of responsibility on the part of either the company or the trainman is manifest or not. It seems to be the popular belief among trainmen that there is no responsibility involved in the case of a passenger who is thrown while attempting to board a moving car. But "using your head" would indicate to you that the accident report is necessary in such cases in order that it may be properly shown that the injured party did attempt to board the car while it was in motion, as this party will frequently claim that the situation was reversed and that he was injured on account of the car starting up too soon.

Another good result of "using your head" would be the elimination of much of the trouble which we are experiencing in having prompt reports of accidents made to the dispatcher. In such cases the trainman claims that he tried to call the dispatcher but was unable to reach him by phone, and therefore called his division or failed to make any report whatever.

In investigating a number of these cases, we find that the trainman did not know how to call the dispatcher, although we attempt to keep him supplied with the necessary information as to what number he should call.

A serious accident recently occurred in which there were three parties injured, and the man whose duty it was to make the first and most intelligent report of the accident to the dispatcher failed to do so because he attempted to reach the dispatcher over the old phone number, "Main 4174" instead of over the number now in use.

This man has been in the service for fourteen years and his work has been very satisfactory, but his failure to keep in touch with the situation and to be prepared to call the dispatcher properly, resulted in the dispatcher not being given all the details of the accident for approximately forty-five minutes.

In this connection we are preparing a new sticker which may be pasted on the inside of a trip sheet folder or in the general rule book, which will give the information correctly. As soon as this sticker is in the hands of the trainmen it is reasonable to expect that no further trouble of this nature will be experienced, if the trainman "uses his head."

Loyalty to a friend is a great thing. But loyalty to a cause is a greater thing.

If loyalty to a friend results in crushing loss to the person exhibiting such loyalty, the sacrifice may be greater than the gain accruing from such sacrifice.

Loyalty to an individual of a great business organization is commendable—provided that such loyalty does not cause injury to the enterprise itself. But when a false conception of loyalty and its virtue impels a man to sacrifice the interest of the concern which gives him his living, thereby jeopardizing his own welfare, loyalty becomes not only quixotic but disloyalty to one's self and family—and the family is of more importance than the friend unattached by ties of blood or sacred pledge at the altar of God.

It is foolish for a man to sacrifice himself for love of another unless by so doing he can save the other.

Simplicity and Tolerance of Lincoln

Perhaps the most lovable and intimate portrayal of the character and personality of Abraham Lincoln yet done by any biographer is Carl Sandburg's "The Prairie Years."

Sandburg has talked with scores of people who knew Lincoln, his friends and neighbors in Springfield and examined hundreds of documents and histories in his search for the material in "The Prairie Years."

Speaking of Lincoln's election to the presidency, he says: "Upon receiving the news of his election he rushed to his cottage on Eighth Street and exclaimed to his wife as he entered the house, 'Mary, we're elected.'"

Sandburg shows us a Lincoln, profoundly religious, profoundly impressed with the greatness of his mission, with a man of utter simplicity and immeasurable tolerance, not without humor.

We are told that the very breath of Lincoln's religion is contained in the following epitaph, which he used to quote on various occasions when he encountered intolerance:

"Here lies poor Johnny Kongapod
Have mercy on him, gracious God;
As he would do if he was God,
And you were Johnny Kongapod."

BOUQUET'S



Reading from left to right: W. A. Walsh, A. Brumet, F. B. Slaughter, H. Cannon, A. E. Chauvet, Jr., B. J. McCracken and D. L. Everts.

Conductor W. A. Walsh, of Division Five, is commended by Miss Frances Miller for courtesy in loaning her car fare when she lost her money.

Motorman A. Brumet and Conductor F. B. Slaughter, of Division Two, are commended by Mrs. Lolita Thomas for kindness and courtesy to herself and her small son, which service was greatly appreciated.

Conductor H. Cannon, of Division Two, is commended by Mrs. Zagorcheff, who expressed her appreciation and thanks for car fare loaned to her.

Conductor A. E. Chauvet, Jr., of Division Three, is commended by Leroy Thomas for loaning him car fare.

Conductor B. J. McCracken, of Division Three, is commended by W. W. Kribbs for the loan of car fare.

Conductor D. L. Everts, of Division Two, is highly commended by Mrs. Leopold de Grave for the capable manner in which he handled a disgruntled crowd who had waited long for a belated car. Mrs. de Grave stated that Mr. Everts kept his head and handled the situation in a big way.



LARY LAFFS



The rancher beckoned to his foreman. "Jake," he said, "I wish you'd ride to town and get the correct time."

"But I ain't got no watch, boss."
"A watch! A watch!" the rancher roared. "What in Sam Hill do you need a watch for? Write it down on a piece of paper, you idiot!"

Excavation work on the big sewer had reached a low, mucky place and the Italian laborers were having their troubles with the soft mud.

Suddenly there arose a shout.
"C'mear, queek! Bringa da shov! Bringa da peek! Pietro's stuck in the mud up to his knees!"

"Tell him to wade out," shouted the foreman.
"He canna no wade—he wrong end up."

Sweet Young Thing: "Why are you running that steam roller over that field?"

Farmer: "I'm goin' to raise mashed potatoes this year."

Patient: "Do you think I'll get well, doctor?"

Doctor: You have every chance. Nine out of ten cases of this kind died. You're my tenth case. I've had nine others, and they all died."

"Brederen, we must do something to remedy de Status Quo," said a negro preacher to his congregation.

"Brudder Jones, what am de Status Quo?" asked a member.

"Dat, my brudder," said the preacher, "am Latin for de mess we's in."

Teacher (to tardy student): "Why are you late?"

Bobby: "Well, a sign down here—"
Teacher: "Well, what has a sign got to do with it?"

Bobby: "The sign said 'School ahead—Go slow.'"

City Chap: "I say, is that bull safe?"

Farmer: "Wal, he's a dang sight safer than you are, right now."

Bulletins

Issued February 7, 1927

STREET CAR

NO. 16—NOTICE TO CONDUCTORS

Pass No. 301, issued to Dr. George Parrish, Health Officer, City of Los Angeles, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

NO. 17—NOTICE TO TRAINMEN

The Board of Police Commissioners have instructed Chief of Police Davis to enforce the ordinance that calls for vehicles of all kinds to stop when a Police or Fire Department siren is sounded and to remain standing until they are certain everything is clear.

Trainmen must govern themselves accordingly.

NO. 18—NOTICE TO CONDUCTORS

The following Firemen's Pass Books are reported lost:

No. 28398, issued to Battalion Chief J. H. Atwell.

No. 33693, issued to Fireman M. N. Norte.

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

NO. 19—NOTICE TO TRAINMEN

Entirely too many fenders are being damaged due to trainmen unhooking the chain and letting the fender fall when lowering same.

Such damage to fenders is entirely unwarranted, and the practice of letting fenders drop must be discontinued at once.

NO. 20—NOTICE TO CONDUCTORS

Pass No. 1042, issued to Maurice Lipson, clerk, Engineering Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

NO. 21—NOTICE TO CONDUCTORS

Pass No. 6139, issued to Roy Volk, conductor, Division No. Five, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill

BUS NO. 11

Conductors and operators when issuing tickets or transfers where it becomes necessary to punch out the date, direction, etc., must punch accurately so that the proper date and other information indicated by punch mark shows correctly. To do otherwise results in transportation often times being refused and consequently discommodates the passengers and creates dissatisfaction. Much of this is being done by reason of punching several transfers at one time. This matter must have your close attention.

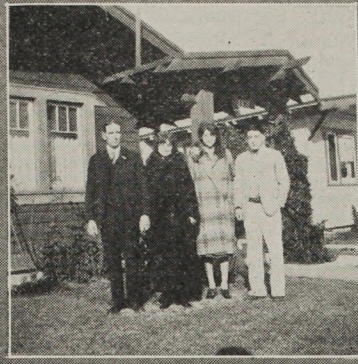
NO. 12

Operators when stopping to pick up and let off passengers must pull in as close to the curb as is possible at each stop made and at the same time not close enough to scrape the tires on the curbing or cause any portion of the bus to interfere with traffic signals, light posts or any other obstruction located on the curbing.

There are a few men who are violating these instructions and it will be carefully watched in the future and discipline administered for failure to carry out instructions.

T. Van Vranken

Courtesy oils the wheels of life—removes the squeaks, jars and chatters that go with every position.



Conductor
J. E. Dyer
Family
and
Home

Left—Conductor C. McHenry, Family and Home. Right—Conductor George Laird and Family; Home in Inset.

The Place Called "Home"

Many trainmen of the Los Angeles Railway are buying their own homes and becoming bona fide citizens of Southern California.

Among them is Conductor J. E. Dyer of Division Four, whose family and home are shown at top. Mr. Dyer is a Georgian. He came west several years ago and entered the service of the Los Angeles Railway in September, 1919. Reading from left to right: Mr. Dyer's grandson, Mr. and Mrs. Dyer, two daughters and a son-in-law. The two little tots are granddaughters and they, of course, make the picture complete.

The gentleman on the extreme right, by the way, is none other than Mr. Mason Clarke, who played with the Bakersfield High School football team against Covina High at the Coliseum just a few weeks back, and helped materially in the 7 to 0 victory which his team obtained. That was the first football game that Mrs. Dyer ever witnessed and she has since become a rabid football fan.

Iowa lost and Los Angeles gained four representative citizens, namely, J. C. McHenry and family, at lower left, and the Los Angeles Railway Corporation gained another good conductor.

For years "Mc" pulled the "bell cord" over a good sized plow and tilled the fertile soil of his native state, but the lure of sunshine beckoned, and, packing up bag and baggage, this little family turned their faces westward and became, as usual, enthusiastic boosters for Southern California.

In a modern five-room bungalow, all their own, this happy family enjoys life as never before, and while "Dad" performs his arduous duties as a conductor at Division Five, mother does her share at home by making things cheerful for "Dad" and the kids. Reading left to right, they are, Mr.

and Mrs. McHenry, Elsie and Frank.

"Beneath their own vine and fig tree" might aptly be said of the happy family of Conductor George Laird of Division Five, at lower right. Mr. and Mrs. Laird came to this country in 1923 from Bonnie Scotland, the place of their birth, and are well content to remain in the good old U. S. A., and if "earnest effort" spells anything, they will soon be counted as contented children in the land of their adoption. A small home on the rear of a lot was the initial start of this deserving couple, but it has now grown into a modern five-room bungalow, and the picture shows clearly, the happiness that they both enjoy.

George entered His Majesty's service as a marine, at the age of seventeen, and after serving with honor until after the late World War, he and his wife decided to join the hegira to California and enjoy life while it lasts.

Since entering the service of the Los Angeles Railway Corporation, George has once "topped" the list of special bonus conductors, and this year, while not at the top, was among those present. Reading, left to right, the youngsters in the family are: Sylvia, age three; Vivian, age five months, and Dorothy, age five years

Tune In ORCHESTRA

February 8—KHJ, 10 to 11 P. M.
February 10—KFQZ, 9 to 11 P. M.
February 11—KNRC, 9 to 10 P. M.
February 12—For Glendale Fire Department dance.

QUARTETTE

February 6—For social gathering at home of Mrs. Vinmont, wife of the president of the California Petroleum Company.
February 7—KFQZ, 9 to 11 P. M.
February 11—KFVD, 9 to 10 P. M.
February 12—KHJ, 9 to 10 P. M.

Demerits Decrease

The decrease in demerits for January, 1927 over December, 1926, shows that some trainmen are starting the New Year right, the total number of demerits given being 102 as compared with 130 given in December.

Discourtesy and fare and transfer trouble head the list. Starting too soon shows no change, compared with last month, while passing up passengers and carrying passengers past stop shows a slight decrease.

As to commendations—there were twenty-two less received in January than in December. We hope the old adage, "a bad beginning is a good ending" will prove true as far as commendations are concerned.

Introducing New Men

The following men were sent to their various divisions during the week ending Wednesday, February 2:

To Division One: Motormen G. H. Ross, J. W. Duncan; to Division Two: Motormen J. F. Kirk, A. E. Anderson, Conductors G. L. Rosen, J. C. Hill, J. T. Little; to Division Three: Conductors R. H. Melick, E. G. Guyle; to Division Four: Motorman E. C. Olsen; to Division Five: Motormen E. L. Johnson, L. J. Zetwo, D. C. Hills, Conductors G. Orr, G. J. Rasmussen and M. H. Wheeler.

Electric Cranes for Bus Repair

Two new double girder electric cranes will be erected in the motor bus repair shops of the Los Angeles Railway Company by the Union Iron Works of this city. The cranes have a span of about 38 feet and each has a lifting capacity of five tons.

The cranes will be equipped with Shepard electric hoists, crane trolleys and bridge control.

This new equipment is to be used in lifting heavy motors and trucks.

New Assistant In Lost and Found

Mr. J. A. Scott, who has assisted Mr. Clothier in the Lost Article Department, has been granted a leave of absence. Mr. C. A. Frost, formerly flagman at Division Two, is transferred to take Mr. Scott's place.

Increase "V" Service

A new schedule, effective February 6, 1927, adding five full runs, has brought joy to the boys of Division Two. This new schedule has also increased the service as it provides a seven-minute headway instead of eight minutes as heretofore.

Appreciation

I wish to express my sincere thanks to employes of the Schedule Department and of the Railway Cooperative Association for their beautiful flowers and expressions of sympathy in my recent bereavement.

W. C. Bourland.

DIVISION THREE

L. VOLNER

Conductor W. M. Tutor and wife are the proud parents of an 8½-pound boy, born on January 31. Mother and baby doing fine.

Conductor C. E. Dunlop is now out on crutches and can also drive his Ford, after a time in the hospital caused by a fall from the top of a car.

Motorman D. M. Hope has sent in his resignation and is going to stay in Canada, where they have the real stuff

Motorman S. I. Spikes is back at work after a week on the sick list. Spikes says he just missed having pneumonia.

Conductors West and Scott have resigned and are now full-fledged restaurant men, having bought Ham's Cafe.

Conductor C. C. Coates would like to know if face powder or lipstick tastes anything like soap? Bob Harris' wife has gone to Texas to visit her mother and every time Bob sees Coates he wants a chew of Climax to take the taste of soap out of his mouth.

Jack Critchett still holds the record for the largest fish caught. His last one weighed 125 pounds.

DIVISION ONE

H. N. COLE

Old Timer, in his musings, recalls a motorman who was only "knee high to a duck," and when he was standing, one was liable to think he was sitting. We have at Division One a man who is almost "neck high to a giraffe" and when he is sitting you would think he was a very tall man standing on tiptoe. Safety first is my motto, so no names are mentioned.

Motorman F. A. Smith had evidently been using something on his hair. He doffed his cap and said to Clerk Ruggles: "My hair is coming fine, isn't it?" "You are darn right," replied Ruggles. "It has all come out!"

Dick Rowe says that Conductor Tinsley confided to him that he had thoroughly investigated the question of "Blondes vs. Brunettes," and he is prepared to say he prefers blondes. Rowe says he is not at all partial, personally.

Some people are surely lucky. Last week Motorman A. H. Middleton had his picture in Two Bells, and just prior to that, or rather a few weeks ago, he spotted an auto that bore all the earmarks of having been stolen. He reported it and received a handsome reward, and about a week later he did the same thing and received another reward. Yes, some people are lucky.

Conductor C. E. Corson, who has been on the lick list for the past two weeks, is back on the job.

Motorman A. E. Gardner has recovered after being off for about a week nursing a sore throat.

Motorman Nate Robinson is still confined to his home on account of illness.

Conductor Lee Atkins was moping around the room with his head down and a sad dejected look on his face, which is very unusual for Lee. Inquiries brought out the cause of the trouble. Some fellow had beat him at his favorite game, chess.

DIVISION FOUR

C. J. KNITTLE

Hello, gang. You may think a scribe hears about everything that happens, or at least the big things, but you're all wet. For instance, our lightnin' janitor, Mr. Bill Colley, let his tongue slip the other day 'bout a sweet lady. A severe grilling followed and Mr. Bill finally confessed that he had married last August 18.

Stenographer E. G. Benedict returned from several weeks' leave last Thursday.

Foreman B. B. Boyd has not exactly snatched up the welcome mat from the entrance to his office, but he has installed a gate which just about says "No Admittance."

We can't get away from the fact that Mr. Boyd is a practical man in more ways than one. Last week he covered the lower part of the office door jams with sheet metal. The reason for this was that in wheeling in transfers and wheeling out money the doorways were being mercilessly chipped and marred. This aroused Mr. Boyd's sense of beauty and the metal guards which prevent further disfigurements, have been neatly fitted and cover up the previous damage.

Motorman E. C. Olson, who resigned November 22, came back last Tuesday.

Freddy Mason, newly appointed field correspondent for "Two Bells," visited this division last Wednesday. Freddy is a go-getter. We enjoy his company.

Division Four conductors and safety operators made 453 errors on their trip sheets, mileage and register cards during the month of December. The report for January gives a total of 384, a decrease of sixty-nine. (Attagang! Attagang!)

And then the sick list: Motorman H. P. O'Gorman, Conductors H. J. Bland, D. W. Gibbs, E. L. Bailey, W. A. Shields, E. F. Hedtke, D. J. Vanderlinden, F. W. Reynolds and Safety Operators H. Rendell, H. A. Cornwall and B. W. Naveaux.

**BUS DIVISION**

ELMER WOOD



Last week at Eighth and Hope Streets, while Operator A. Erskine's flivver was parked in front of Truck 64, George Riggs tied a rope to the front axle of the truck and to the rear axle housing of the Ford, it being up against the truck. When Erskine arrived and was about to pull out, Operator M. C. Simms stepped in front of the flivver and said he would hold him there, whereupon Erskine put the Ford in low and opened the throttle wide. After repeatedly spinning the wheels and killing his engine, Erskine was convinced that his flivver didn't have any power and that Simms was awfully strong. But when he discovered the gang laughing and pointing to the rear wheels, he soon realized what was up. When he found out, he also enjoyed the joke immensely.

Conductor C. V. Coleman can tell you how it feels to pull out the wrong bus, just ask him.

Operator O. O. Obenshain, who has been ill for the past three weeks, has returned to work.

A new name was added to the miss-out list last week when Operator W. R. Terry didn't show up. Terry is an old timer, having started to work

DIVISION FIVE

E. C. TYLER

This morning our official study in black and white (Murdie) came in the office and said: "Mr. Tyler, did you all hear about me?" He was smiling from ear to ear and all I could see was white ivory, but as he seemed to have something on his mind I thought I would relieve him of it and so answered: "Why no, Murdie, what's the idea?"

"Didn't Mr. Ferguson tell you?" he asked.

"Nope," I said. "Spit it out."

"Why, I'm going to get murdered."

"What? Murdered! What have you been doing now?" I asked.

"No, Mr. Tyler, married—I'se gwine to get hitched today."

So we gave him our best wishes and sent him on his way about ten A. M. with his assurance that he would be on the job in the morning if he wasn't sick.

Last Sunday T. H. Carey and H. J. McDonald were bouncing around in Carey's Oakland coupe, McDonald driving. Rounding the corner at Normandie and Washington, "Mc" tried to run under a big dump truck, but the body of the truck was too low and the wheel too big and it couldn't "be did." After untangling themselves from the wreckage, "Mc" remarked: "Why, I didn't see that thing."

Carey said, "That's alright, buddy, but you'll walk the rest of the way and the next time I ride with a blind driver I hope somebody will shoot me."

Motorman R. C. Hall, following his permanent appointment as deputy sheriff, came in yesterday and resigned.

Conductor George Orr, who resigned last June to take up other work, has returned to service at Division Five and the boys all join in welcoming him back to the "Sea Gulls' Roost."

Sign on an old car in the Division Five parking lot: "SAFETY FIRST—THIS CAR STOPS AT ALL GAS STATIONS."

in 1923. Tough, isn't it, Terry?

Operator H. H. Speaker made a rare mistake last week. He was marked up for a 5:05 P. M. pull out and mistook it for an A. M. pull out. He was certainly discouraged when he found he was twelve hours early. Anyway, he still believes it better to be early than to be late for more reasons than one.

Roe Van Brunt, of the Track Department, did succeed in getting married secretly. Miss Anna Udink and Roe were united New Year's Day in San Bernardino. The romantic meeting place of the couple was on a Normandie bus and had it not been for Operator T. R. Hamilton of that line, we might not have found out about it this soon. Anyway, the boys all extend their congratulations to Mr. and Mrs. Van Brunt.

Ed Calderes, driver of No. 83 of the Line Department emergency truck, is also a married man. Miss Henrietta Martines accepted him as her husband January 26. A reception was given at the home of the groom afterward. The boys of the garage congratulate the bride and groom and wish them happiness.

SHOPS

JACK BAILEY

Taking their places among the Los Angeles radio entertainers, we are pleased to introduce T. Maguire of the Upholstering Department, who plays the concertina, and A. Wallace, electrician, silver-toned soloist. We are proud to claim these boys as our co-workers.

Bedford Lock and Bill Bailey, electricians, spent the week-end in the Big Pines. They were going skating, but got cold feet and had to return to sunny California.

The little dig we gave Frank Dyer, carpenter, sure made him come across. The smokes were plentiful and he says it all happened last New Year's Eve. Apologies and congratulations.

The South Park ball team is in full swing now. The first real workout was held last Saturday afternoon at the Los Angeles public playgrounds. This is to be continuous if not changed to a Sunday schedule. One thing we would like to mention, Sid Ormston felt so good after his warming up that upon arriving home he lay down for a nap. Well, when he woke he learned that he had kept his girl waiting some two hours. Maybe he can use this article to a good advantage.

There is some ball glove padding in the Truck Shop now, boys. J. Viana got a haircut.

Be sure and ask R. Dwyer, assistant foreman of the winding room, if those show tickets he bought cost \$5.75 each.

Carpenter A. O. Nukum will have to do away with his indifference if he wishes to get along with the lunch girl. The other morning he took his check off the board and put his twenty-five cents in the check box. Then he tried to pass the check for a box lunch.

Harry Longway's little mustache was coming just fine until one night when he was shaving a fly lit on his hand. It's all off now. (Some mustache.)

The prize this week goes to Truckman Andy Horn. Andy goes shopping and takes stock in a new pair of trousers. Upon arriving home he learns he has enough trousers for 2 in 1. The joke stands that Andy wore them to work the next day and then exchanged them for another pair, paying \$1.50 for the day's rent.

DIVISION TWO

E. A. MOXLEY

Conductor J. M. Bunch turned in a pet rat to the Lost and Found Department and as it was unclaimed, he received it back. After a week or so had passed several mice appeared on the scene, so no doubt the office force will now be owners of a rat apiece. "Ohmygosh!"

Speaking of the office force reminds us that during the "slight disturbance of last week" (Eastern papers please copy), Foreman Madigan and his two assistants were unable to get out the door. (They all tried to do it at the same time.)

Motorman D. G. Boyer has been forced to take a few days off on account of an old injury received during the war.

Roses are red

And violets blue

I got ten "brownies,"

How many have you?