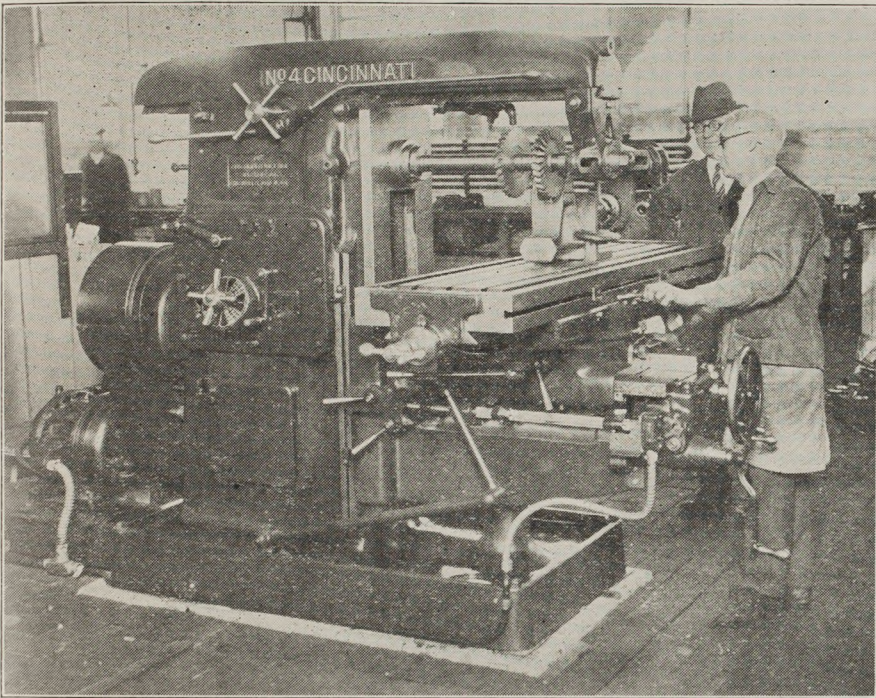


## New Miller at Shops

Foreman L. J. Hathaway and H. F. Blackman, Operator



This baby, a No. 4 Cincinnati Miller, is the latest addition to our Machine Shops at South Park, and according to L. J. Hathaway, machine shop foreman, it is scheduled to turn out quite a lot of work.

It has a considerably larger capacity than the smaller machines now in use and will be used for much heavier and larger work.

It has a working surface of 68 inches long by 19 inches wide, and a table swivel of 47 degrees right or left for cutting spirals; requires a 15-horsepower motor to operate; self-oiling for all mechanism in column and centralized oiling for all other mechanisms and bearings; has a centrifugal pump with a capacity of eleven gallons for cooling.

The work for which it is installed is milling cast iron and steel castings, and, possibly, the 306 L motors after they have been built up.

A big feature of this wonderful piece of mechanism is that it has a slotting attachment for slotting key ways in pulleys, gears and brush holders.

### Baseball

Sunday, March 6, 1927, at 2:30 p. m., Los Angeles Railway versus Standard Upholstering Company at Manchester Play Grounds, 90th and Hoover streets. Everybody should come out and see us play our first game. Admission free.

### A New Dict

People's passion, propensity and predilection to patiently, persistently, positively and personally peruse the company dictionary for politely phrased paragraphs pertaining to paragons and paradoxes and their perpetrator was probably productive of procedure to purchase a patently perfect product to preserve the process for the ponderously perplexing pieces propounded periodically by peripatetic persons.

In other words, there is a brand new 1926 unabridged edition of the New Standard Dictionary in Room 601 for the use of the company.

## Tune In On This

What profiteth it a street railway to gain a 100 per cent record for cars being on time if it lose its traffic?

What service does the public get out of a speedy transportation system that passes up patrons?

Good railroading is much more than getting the cars over the line. First of all is getting the people into the cars, then comes getting them over the line safely and speedily, with emphasis on safely.

## Contract May Have Joker in Fine Print

The Transportation Department offers a few suggestions to the employees of the Company with reference to legal problems with which we are all confronted from time to time. In all walks of life we are called upon to enter into contracts of various kinds, as for instance, agreement for purchase of real property, agreement for sale of real property, agreement for purchase of merchandise, agreement for labor, or services rendered, or to be rendered.

In dealing with contracts it is an absolute necessity, as well as a requirement of the law, that persons entering into a contract must observe the following rules:

There must be an absolute meeting of minds, parties capable of contracting, a valuable consideration and a lawful object.

The points upon which the law touches are very clear—that is one reason why every person entering into a contract shall first read the contract very carefully to ascertain therefrom whether the contract as written or printed is exactly what they wish to enter into.

Never at any time sign a contract without first reading it carefully. A great many contracts are printed, part of the contract being in fine print. As suggested previously, we advise reading the whole contract, especially the fine print, which is most commonly overlooked for the reason that most people become embarrassed when confronted with an attorney, real estate man or some person conducting the deal and sign the contract not knowing the contents thereof.

The above instructions will refer to all contracts, especially for the purchase of real property, the sale of real property, the purchase of merchandise and agreement for labor or services rendered or to be rendered.

We particularly wish to mention the agreement for purchase of merchandise with which we are so often confronted—for instance: Where some of us purchase clothing or other merchandise upon easy payment plan and are only too eager to sign a contract with a firm to pay so much each payday, if we closely examine these contracts we will find there is some objectionable paragraph or section therein which if read carefully we would not sign.

In several instances, the men who

purchase clothing or other merchandise unknowingly assign their wages, which assignment is fully set forth in the contract in fine print. Later, through sickness or other unlooked for misfortune, they are unable to meet the required payments, and the assignment is immediately used by the firm to secure payment, not only for that portion of the debt which you are unable to pay at the time of your misfortune, but for the full amount of the contract.

It is a common occurrence when one of us desires to build a home, we let the work out on contract, pay the contractor as he goes along and when the work is finished and your house accepted you may find that your contractor has failed to pay for the material or labor and there is a good sized lien on your property which you must pay for or lose it.

Such little suggestions as these are offered so that one entering into contractual relations with another may be more alert so that unfair advantage will not be taken of him.

## The Pittsburg Service Code

Mary Loftus Hulsman of the Philadelphia Company, Pittsburgh, Pa., has recently written a booklet for the employees of that company, entitled "Employees' Service Code."

The purpose of this little booklet is "to suggest new ways and to recall old ways of serving the public in the best way possible."

The following is one of its instructive paragraphs:

### THE LAST WORD—

Belongs to the passengers always.

A battle won with one of your customers is no victory.

The Woolworth building was built because one man acted on the theory that the customer is always right.

Use diplomacy. When a man is so interested in the sporting page that he doesn't hear his stop called and then blames it on you, don't argue with him. He's mad, anyway, at having to walk back a block, and "I'm sorry, sir," is much more soothing than "I called that stop, mister."

If you want to argue, join a debating class at night, but don't practice on your passengers.

# FINANCIAL SERVICES ACT

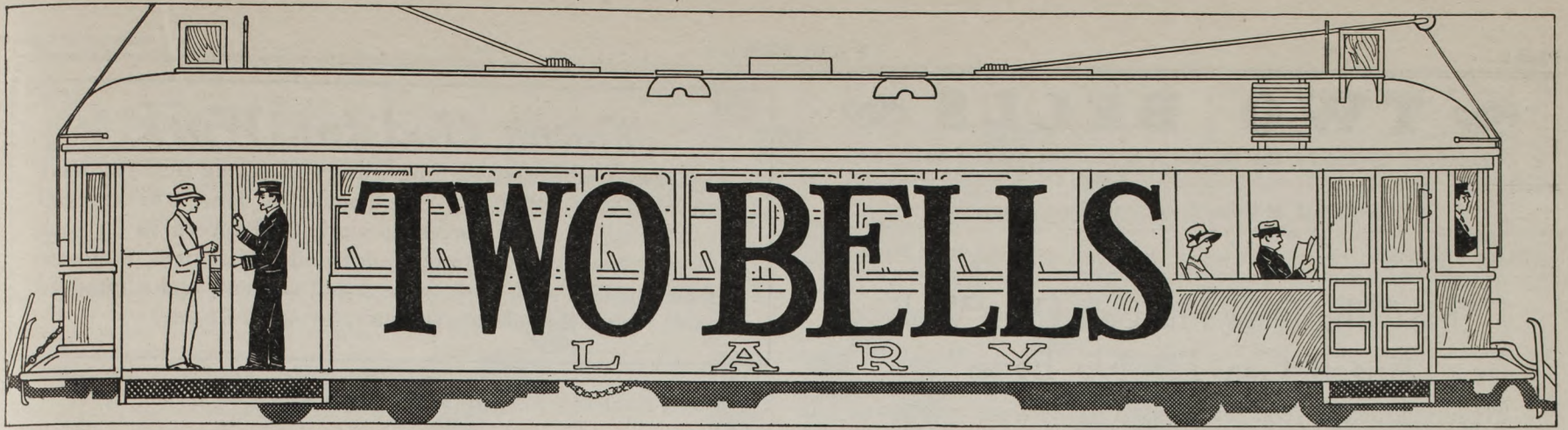
Chapter 1. Short Title and Commencement  
1. This Act may be cited as the Financial Services Act.

Chapter 2. Definitions  
2. In this Act, unless the context otherwise requires—  
(a) "Act" means this Act;  
(b) "Minister" means the Minister of Finance;  
(c) "Regulator" means the Financial Services Commission.

Chapter 3. The Commission  
3. There shall be a Commission to be known as the Financial Services Commission, to be constituted as follows—  
(a) the Minister shall appoint a Chairman and two other members to be members of the Commission;  
(b) the members of the Commission shall hold office for a term of five years, subject to re-appointment.

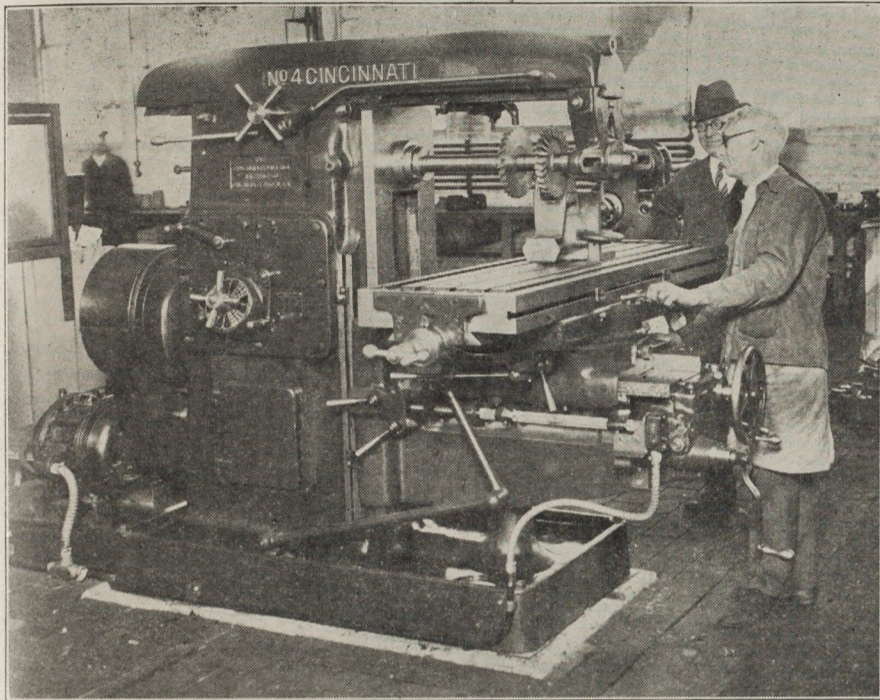
Chapter 4. Powers and Functions of the Commission  
4. The Commission shall have the following powers and functions—  
(a) to regulate the business of financial institutions;  
(b) to issue licences to financial institutions;  
(c) to monitor and supervise the financial institutions;  
(d) to conduct investigations into the affairs of financial institutions;  
(e) to take such other steps as may be necessary or expedient for the purposes of this Act.

Chapter 5. Miscellaneous Provisions  
5. The Commission shall have the right to call for and examine any books, accounts, or documents of any financial institution.  
6. The Commission may, in writing, require any person to furnish such information as it may require for the purposes of this Act.



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# ~ TWO BELLS ~

Published by and for the Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager

## “He Who Does His Best Does Well, Angels Can Do No Better”

There is probably food for thought in the above quotation, but the fact remains that he who does his best in one capacity might be able to do a great deal better if following some other line of occupation; but what concerns us is whether or not we are really doing our best in the position which we are filling at the present time.

When a trainman is spoken to regarding the excessive number of accidents which he is having, regarding his apparent negligence in not giving signal bells properly, regarding the number of trip sheet and card errors he is making, or regarding his miss-out record, it is no unusual circumstance to have that man say that he is doing his best to overcome the trouble.

However, after it has become definitely determined that the man's "best" is not good enough to justify retaining him in his position, and it becomes necessary to eliminate him from the service, even then the man will still contend that he has been doing his best, but that conditions and circumstances were against him.

There is probably not a working day goes by without some man who has been out of the service for some time coming back and applying for re-employment, and in doing so contending that if given another chance he can do better than he did before. Such a contention on his part is an admission that he was wrong in saying that he was doing his best, because if he was doing his best six months ago, it is not reasonable to expect that conditions have changed in that six months or that his temperament or ability have improved in that time to such an extent as to enable him to do materially better should he be re-employed.

Therefore, the time to do our best is while we are still in the service, and we believe that there is not one case in a thousand wherein a man cannot do better when his attention is called to some undesirable feature of his work if he makes the necessary effort toward improvement.

The man who waits until the "Damoclean sword" falls before really determining in his own mind that he can do better, cannot expect to have much confidence placed in his promise of doing good work if re-employed, and experience shows that only too frequently the improvement is not manifested should the chance be given.

Let's start the improvement BEFORE the sword falls.



## LARY LAFFS



### No Prize

I'd like to be a solver,  
And with the winners stand,  
A cross-word puz. before me  
A dict. within my hand.

I'd study late and early,  
Yes, early would I rise;  
And solve the ghastly puzzle if,  
I thought I'd win the prize.  
—M. C. B.

Holles: "Waiter, there is a fly in my ice cream."

Waiter: "Let him freeze and teach him a lesson. The little rascal was in the soup last night."

She: "The Lord made us beautiful and dumb?"

He: "How's that?"

She: "Beautiful so the men would love us and dumb so that we could love them."

"I'm going to marry a pretty girl and a good cook."

"You can't. That's bigamy."

Mike (buried in cave-in): Blazes, man, be careful how you handle that shovel! You hit my leg twice.

Pat: Say, if you can do this any better, come up here and dig yourself out.

## Thank God for Work

Thank God every morning when you get up that you have something to do that day which must be done, whether you like it or not. Being forced to work, and forced to do your best, will breed in you temperance and self-control, diligence and strength of will, cheerfulness and content, and a hundred virtues which the idle never know.—Charles Kingsley.

Teach economy. It begins with saving money.—Lincoln.

## BOUQUETS



Left to right: F. F. Long, N. A. Matlock, C. G. Habighorst, P. A. Beaufoy, H. E. Ketchum, J. T. Edmiston.



Left to right: F. D. Croff, A. O. Johnson, J. E. Laws, S. Bruhoff, C. O. Boyd.

Motorman F. F. Long of Division One is commended by James W. Healey for highly commendable service rendered an aged lady who asked the motorman to let her board the front end of the car. Mr. Long assisted her onto the platform, collected her fare, and as he was waiting for the traffic signal, hurried to the rear and deposited her fare in the fare box. Mr. Healey writes this was all done in a cheerful and obliging manner, speaking highly for his character and thoughtfulness. No time was lost to other passengers on account of this altruistic act.

Conductor N. A. Matlock of Division Five is commended by Helen Donohue for his acts of thoughtfulness and kindness to elderly people.

Conductor C. G. Habighorst of Division Three is commended by E. L. McNight for his courteous manner and patience in dealing with passengers; for his good nature and bountiful supply of "pep."

Conductor P. A. Beaufoy of Division One is commended by Miss Irene Dickson, who says that she is a newcomer in the city and is greatly pleased to find that the street car men here are even more courteous than in the town from which she came. Miss Dickson writes that she boarded a "J" car going in the wrong direction and asked Mr. Beaufoy for a street in Huntington Park. "He was very pleasant and gave me a transfer, also stopped the car after explaining where I should get the right one. These kindnesses are always very much appreciated."

Conductor H. E. Ketchum of Division Four is doubly lucky in that he received two appreciations in the same week. Mr. Nicholas Trivess of Inglewood wrote expressing appreciation

for Mr. Ketchum's thorough familiarity with the city and the intelligent information given passengers. And Mrs. H. C. Garrett wrote in to particularly commend him for his good nature and courtesy in explaining the transfer to an elderly lady.

Motorman J. T. Edmiston of Division Three is commended for efficient and most courteous service.

Conductor F. D. Croff of Division Five received special commendation from Pearl Tyler for his courteous and pleasing manner when requesting passengers to take the next car.

Conductor A. O. Johnson of Division Two is commended by Mrs. S. Spence as follows: "Always courteous, always ready to help old people on and off the car."

Conductor J. E. Laws of Division Five is commended by Mrs. M. L. Buxton, an elderly lady, for his assistance to her in getting on and off the car, and for explaining the difference between the "M" cars, which is often confusing.

Motorman S. Bruhoff of Division One received a very special commendation from C. F. Chillson for his quick thought and action through which a bad accident was averted on February 2nd.

Conductor C. O. Boyd of Division Two is commended by Joseph A. Farrell for calling streets, transfer points and enumerating a number of places to which these cars would take one. Also for answering all questions in a courteous and gentlemanly manner. Mr. Farrell said that on his way through the car he heard all kinds of complimentary remarks in favor of Mr. Boyd.

# Bulletins

Issued March 7, 1927

## STREET CAR

### NO. 37—NOTICE TO TRAINMEN

Supervisors may at any time order crews to vary from scheduled operation, such as in the making of relays, diverting from regular route, switching back short of regular terminal, pulling away from terminal on pull-in trips ahead of scheduled leader or ahead of time, or in other cases which may arise from time to time. But trainmen must distinctly understand that such orders apply to the one trip only, and in no case is a trainman to assume that the order is to be followed on any other date or trip than the one for which it is given.

When on account of disarranged schedule, runs are ordered set up or set back, the supervisor will specify whether the order is to be followed for the one trip only, or for the balance of trips made by the run on that date.

When for the purpose of trying out a proposed schedule change a run is ordered set up or set back on a certain trip, the order may cover a period of three days, after which the run must revert back to scheduled operation unless renewed for another three-day period, or made permanent by a change in schedule.

### NO. 38—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 31037, issued to Fireman Henry A. Nast, is reported lost. If presented for transportation, take up, collect fare and send to this office with report.

### NO. 39—NOTICE TO CONDUCTORS

The following passes reported lost or stolen during the months of January and February, 1927, have not been recovered:

301	1509
983	3361
1042	3608
1197	5144
1360	5630
1385	6373
1389	6413

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

### NO. 40—NOTICE TO CONDUCTORS

Pass No. 1534, issued to E. Villavicencia, laborer, Line Department, which was reported as lost in Bulletin No. 33, has been recovered.

*R. B. Hill*

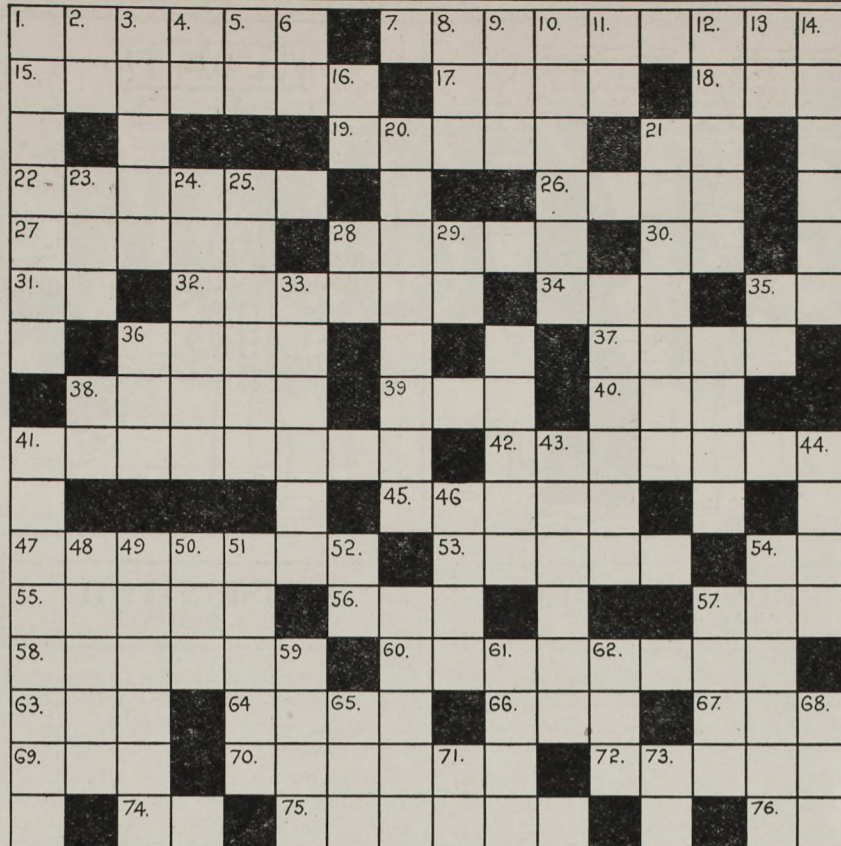
## Golden Wedding

A very enjoyable gathering was held at the home of W. L. Williams, assistant foreman of the mill on, Tuesday evening, March 1. This date calls back just a half century ago when Mr. Williams led his blushing bride to the altar. Fifty years of happy married left together is something to be proud of. We wish Mr. and Mrs. Williams many more happy wedding anniversaries.

## Introducing New Men

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

To Division One, Motorman R. W. Craver; to Division Two, Motorman J. C. Sausser; to Division Three, Motorman G. S. Baumgardner and Conductor H. McHenry; to Division Five, Conductor M. Daly.



### HORIZONTAL

1. Crystallized rock.
7. Particularize.
15. A lifeless state.
17. Presage.
18. Place where zoological specimens are kept.
19. Knows his oil.
21. County.
22. Conceived by the mind.
26. Inscription on the cross—"Jesus of Nazareth, King of the Jews." (abbr.)
27. A writ for summoning jurors.
28. Back.
30. Octave (abbr.)
31. Part of diamond.
32. Birthmark.
34. Goddess of the dawn.
35. Part of U. S.
36. On the briny deep.
37. Post on ship's deck.
38. A battle (old English).
39. Indian nurse.
40. Social gathering.
41. Dislike.
42. Former Canadian premier.
45. Ankle bone.
47. Parity.
53. Light and fine.
54. Two vowels, frequently in company together.
55. Pertaining to the kidneys.
56. Personality.
57. Why you carry the rule book in your pocket.
58. Wading bird.
60. Gets by, but is not loyal to his employer.
63. Greeting to friend on a passing car.
66. In favor of.
67. Gets the dinero, by any name.
69. Restrain.
70. Arctic explorer.
64. Friend of Othello.
72. King Tut's tomb was near here.
74. Just as implied.
75. Sheen.
76. Empire State.

### VERTICAL

1. Framework for supporting railway signal.
2. Province in Canada.
3. Vinegar.
4. Awfully cold in this state.
5. Steamship.
6. Note of scale.
8. Drive nails obliquely in a beam.
9. Evil spirit.
10. Diminutive.
11. Prefix out.
12. Without life.
13. Sign of the infinitive mode.
14. Early era of Cenozoic era.
16. Continent.
20. One who makes entrance into society.
21. Bishop's staff.
23. Misshapen child left in place of a pretty child, which had been stolen.
24. A muscle.
25. Teacher of Demosthenes.
28. Thoroughfare.
29. Bronze coin of Rome.
33. Cultivating land.
35. Part of the Bible.
36. Hot cakes and \_\_\_\_.
38. South variant (abbr.)
41. Everlasting flower.
43. Fortune telling.
44. Scoundrel (Fr.)
46. American century plant.
48. Nephew.
49. Positive terminals of a circuit.
50. Wax made by insects, used in paint.
51. Constituent of fatty oils.
52. Personal pronoun.
54. General shake-up.
57. A variety of quartz.
59. Language spoken in South Africa.

61. Farmers make molasses from it.
62. A fish without fins.
65. Has a head like a buffalo, ass-like mane, horse-like tail.
68. So voted.
71. And (Latin).
73. Transcontinental railroad.

## Need A Hat?

### If So, Here's a Chance to Get One, Free

Lee E. Adkins, conductor, Division One, is a "regular" fellow. He is regular in his work, regular in obedience to the speed laws (when he sees a traffic cop in his vicinity), regular at his "three squares" per day, regular in the payment of his taxes—and generally speaking, a regular citizen.

But he has fallen by the wayside. Look at his cross-word puzzle! Leave it to all of you if he has not demonstrated the grossest irregularity when it comes to his devotion to puzzles.

There's rhyme and reason to it, but it looks like a weather-beaten window screen, the worse for wear by the rusting rains, which eat out a bit of wire here and there, irregularly, leaving a lot of holes for industrious flies to slip through.

See what you can do with it. Same rules as those relative to the excessively "regular" puzzles heretofore published.

First one to patch up all the holes of this fly-screen puzzle, according to the regular rules, will be rewarded by Mr. Adkins with a brand new \$5.00 hat. No second prize, as no second-hand hat stores can be located.

All solutions must be handed in to division superintendents or foreman, as in the case of the "regular" puzzles, not later than Wednesday, March 9th.

Contest open to conductors and motormen only.

Confidentially, we believe Lee has an idea that this puzzle can't be solved by any of the high-brow trainmen. Here's hoping that he loses out on his guess.

WARNING: He is trying to trick you by some of his definitions—No. 36 vertical, for example.

Sellers, Latker and Associates  
731-35 San Fernando Bldg.  
Los Angeles, Calif.

March 3, 1927.

### Los Angeles Railway:

Yesterday about noon—you no doubt recall the exact minute—something went wrong with your cars. I, a poor layman, unaware of the retardation of the railway, boarded a car; waited fifteen minutes, pondered, waited some more, pondered, arose, left the car and decided to walk in an effort to keep an engagement at the Chamber of Commerce luncheon.

However, as I was leaving the car, the conductor, suave, polite and smiling, said, "Sorry to cause you this inconvenience. It is unavoidable and we realize and appreciate your willingness to cooperate with us instead of criticising." He handed me a transfer and said: "If we catch up with you, hop on; I'll be watching for you."

That is what I call REAL SERVICE. Sincerely yours,  
Col. Mulbury Sellers.

How good it makes us feel to get letters like the above. No doubt there are thousands of acts of courtesy and kindness performed by our trainmen every day that do not receive acknowledgement by letter to the management. This is a busy world.

Unfortunately, Colonel Sellers failed to get the number of the conductor involved so that he might be identified and given proper credit. However, "He who can receive commendation without being puffed up thereby is truly worthy of such. But even greater is the one who can carry on, secure in the contentment of personal satisfaction when recognition is not voiced."

After all, the underlying principle of courtesy is the Golden Rule—do unto others as you would they should do to you. Courtesy is the oil to the machinery of life. It costs nothing, but it is one of the most valuable things a man can give or receive.

## Over Hundred Buses

Three new Yellow Coach single-deck, six-cylinder, 29-passenger busses have arrived and have been placed in service. Four new double decks of the same make have been shipped, but have not arrived. The single decks (Nos. 1502, 1503 and 1504) are like No. 1701, except they are not gas-electric. The double decks (Nos. 1006 to 1009) are somewhat different from any now in service, although they have the same motor. All of these seven buses have air brakes on all four wheels.

The addition of this equipment will bring the number of buses in use by the company to over one hundred, which does not include those in Los Angeles Motor Bus Company service.

## For Sale

Dog, Pedigreed Boston—Male, blue ribbon winner. Trade for what have you? B-12. German Mauer Automatic 32—A-1 condition, \$15. B-13.

The "ad" which appeared in last week's issue of Two Bells under No. B-3 should have read No. 5 instead of No. 10.

**DIVISION ONE**

H. N. COLE

Conductor J. P. Carson lives out in Belvedere Gardens and during the rainy spell a frog took up his abode in his back yard. The frog had a splendid voice and Carson became so attached to it that he couldn't sleep until that frog had sung a lullaby for him. Conductor F. Fox lives there, too, but the lullabies annoyed him, so one morning at 2 o'clock he goes on the war path. He waded around in the water and mud for an hour, but failed to find it, and Carson says it was lucky for him that he didn't, as it is his pet.

Well, the days of the "Miracle" are over and some of the boys are drawing down some overgrown checks as a result of working extras. Several worked their full runs and an extra every night, putting in about 15 hours a day. They must expect to retire early in life.

Motorman G. L. Ker is the happy father of a bouncing baby boy. This event took place on the fifth of February, but due to the absence of the usual cigars, the item was misplaced.

Motorman Baldwin has given up the "J" owl and bid in a day run on the "R" line. Motorman S. Seemayer has taken over the owl.

Conductors O. Miller and J. A. Cardenas have been on the sick list for about two weeks.

Cash Receiver J. W. Beight is taking his vacation.

J. F. Reed, the smiling traffic officer at Ninth and Santa Fe, is smiling more than ever these days. The reason is, according to Los Angeles Railway Traffic Man C. J. Peterson, he is the father of a new eight-pound red-headed boy. "Red," as Peterson calls him, is very popular with the boys of the "J" and "R" lines, who extend their congratulations.

**BUS DIVISION**

ELMER WOOD

Supervisor H. C. Lehnhart was operated on February 17th for tonsillitis at the Hollywood Hospital and after returned home he suffered from a hemorrhage of the throat and was rushed to the Roosevelt Hospital, where he spent six days. He is doing very nicely now and we hope he can be with us soon.

Operator S. D. McCarty has resigned and will follow the undertaking business, which he has been studying for several years. He is located in Whittier.

Ex-Conductor E. J. Richards, who resigned several months ago to work with an election campaign, has returned and will be an operator this time. He has been with the Los Angeles Gas and Electric Corporation lately, but says he is glad to be in the fold again.

Operator A. W. Warnick has returned from a sick leave. He says the sick list is great, but on account of having to eat regular he was forced to return to the harness.

The most comical of events was staged on the Melrose line over a week ago when Operator R. G. Van Bohm was discovered running the bus in his stocking feet while his shoes were being repaired.

Superintendent C. B. Lindsey is confined to his home with the chicken pox.



**DIVISION FOUR**

C. J. KNITTLE

This division has 351 trainmen. Of these only nine conductors, six motormen and two safety operators are on the sick list.

Four new conductors were assigned to this division last Wednesday.

Conductor D. W. Gibbs is far from being a hot papa, but he did some fast stepping early last Monday morning. It was getting up time. Gibbs crawled out and lit the gas heater. The pressure was very low so he turned his back to it to give his spine the benefit of what heat there was. Just then the pressure came on full force and a good portion of his pajamas went up in smoke. Fortunately, his cries aroused Motorman Paschall, in whose home he rooms. Paschall's quick work saved him from severe burns.

Motormen Keefer, Peregoy, McGrory and Conductors Dickson, MacKenzie, Roach, Blades and Louis Hall went deep sea fishing off Redondo last Friday. Mackerel galore were being hooked when Keefer began pulling up hell divers. Much joshing followed about the guy who was hunting with a fish pole. Several young sharks were also caught.

Conductor A. W. Flitter resigned Saturday to go on the Examiner's want ad staff.

A misinformed youth gave Conductor Pickard of "C" line a dollar apiece for two 1913 nickels last Wednesday, declaring there was a premium on them.

It is reported Conductor Bradley did not pay \$2.50 for the dog he bought from Conductor Dickson. He paid \$2.50 for the fleas. The dog was thrown in. Commenting further, the dog barked considerably at night. A few days ago one of Bradley's neighbors offered him \$5 for it. Bradley accepted it. The neighbor promptly carted the pup to the dog pound.

Motorman V. G. Miller has been granted a 30-day leave and has left for Phoenix, Ariz., to visit his mother and attend a reunion of his family.

Conductor D. J. Vanderlinden, who spent 90 days on the sick list after returning from a 90-day leave last December, reported for duty last Monday. "Van" has been suffering with high blood pressure.

Conductor F. D. Ware has been granted a 30-day leave to go to Murrietta Hot Springs for treatments.

**Appreciation**

This is to acknowledge with sincere thanks the kind expression of your sympathy.

S. Van Amburg, Division 4.  
Paul F. Van Amburg.



**DIVISION TWO**

E. A. MOXLEY

Conductor G. E. Hawley was operated on a few days ago and is getting along fine. He is at the Roosevelt Hospital.

Conductors C. Fisher and A. H. Boivin are laid up at their homes with rheumatism.

M. O. Swain brought in another load of nice, large, juicy grape fruit Wednesday. They must be good, for there seems to be a great demand for them.

Motorman O. Daniels, while walking through the P. E. Building Tuesday, was mistaken for a bandit and had a gun poked in his ribs with the command to "stick 'em up." He thought someone was trying to show him a good time so he proceeded to move on. About that time two more officers grabbed him and after searching him for concealed weapons, gave him the once over. He attempted to identify himself by showing them his pass. His hand had just reached his hip pocket when one of the officers thought he was reaching for a gun they had overlooked, and they landed on his jaw. Daniels says it's a good thing he had his teeth pulled out, for he sure would have lost them then. After holding him for about thirty minutes they decided he was not the desperate character they were looking for and let him go. Daniels is going to wear full uniform hereafter when he wants to mosey around town.

Superintendent Dickey visited the dentist the fore part of the week, and after leaving the chair was minus 17 teeth. We have been trying to figure out how many a man is supposed to have, but no one seems to know. He is reported to be getting along O. K., although he has lost his appetite for the time being.

**DIVISION THREE**

L. VOLNER

Conductor F. C. Mead, convalescing from a recent operation, has been visiting around the barn. He leans rather heavily on his cane.

Conductor C. E. Dunlop is about in first-class shape after his fall from the top of his car and thinks he will be ready to go to work in a few days.

It has been 15 years since Motorman R. Romani has been home. He is now making preparations for an extended visit to Italy.

Motorman C. E. Jewett has returned from Seattle. His mother passed away while he was there.

Conductor A. L. Nottingham has gone east on a 30-day vacation.

GET MORE WITNESSES.

**DIVISION FIVE**

FRED MASON

Motorman H. J. Mounger is back on the job again after a six weeks lay-off on account of injuries sustained on account of a flivver sneaking up behind him. Glad to see you back, Harry.

Line Instructor E. C. Spruill has been appointed to the position of clerk in the Lost and Found Department.

We have a strong man in our midst. Boys, meet Motorman W. J. H. Hewitt, who can just get ahold of a glass door knob and crush it—just like that. The chief feature of this trick is to know just when to let go and Bill overlooked that and consequently got cut up quite a bit. Tough luck, Bill.

Clerk Ed Tyler has been granted a 60 days leave of absence to take a course in Traffic Management. Good luck to you, kiddo.

Extra Clerks "Boston" Safford and "Muck" Muckenthaler will officiate at the window on the afternoon shift.

We are all glad to see "Dad" Fisher back with us again. "Dad" is the Uniform and Equipment Inspector at this division, so now's the time to get the wife to sew those buttons on and rub the soup stains off.

Conductor M. Daly, who resigned last October, just couldn't stay away and is back with us again. Glad to see you back, Daly.

We don't want accidents, but we do want witnesses. How about it boys?

**SHOPS**

JACK BAILEY

W. E. Jones, E.R.D., was painfully injured last week when a gasoline stove exploded and resulted in serious burns on his left arm and hand. Jones will be gravely missed for a few weeks, especially by the Baseball League.

Fred Anderson of the Electrical Repair Department left the service on February 28th and his headquarters will be in Needles, Ariz., with the Santa Fe railroad shops. A pleasant, capable chap, Fred made and leaves a legion of friends in the shops who wish him unlimited success.

Albert Jennings, Painter, has also left the service to act in new fields of activity. His worthy successor is J. G. Robinette, a new man in said department.

E. O. Medley, Painter, writes a letter and mails it through the M. M. office. In stating the state he did not state the right state. There must be a girl in some state of mind.

If Clarence Lock, Machine Shop, expects to play on the ball team, he had better walk or ride the street car. His Ford is quite popular with the L. A. P. Department.

The following are the names on the A-1 personnel of the Los Angeles Railway Shops Ball League, picked by Manager Bonsall:

- W. E. Jones, 1b, Electrical Repairs.
- J. A. Palmer, 2b., Air Department.
- C. Lock, 3b, Machine Shop.
- O. P. Armstrong, ss., Store Department.
- S. Messina, lf., Upholstering Department.
- R. Shollin, cf., Pattern Shop.
- S. J. Ormston, rf., E. R. Department.
- R. Ernst, c., Carpenter Department.
- L. A. Johnson, p., Carpenter department.
- S. M. Young, p., Bus Division, 16th street.
- C. L. Nickels, 2b, Machine Shop.