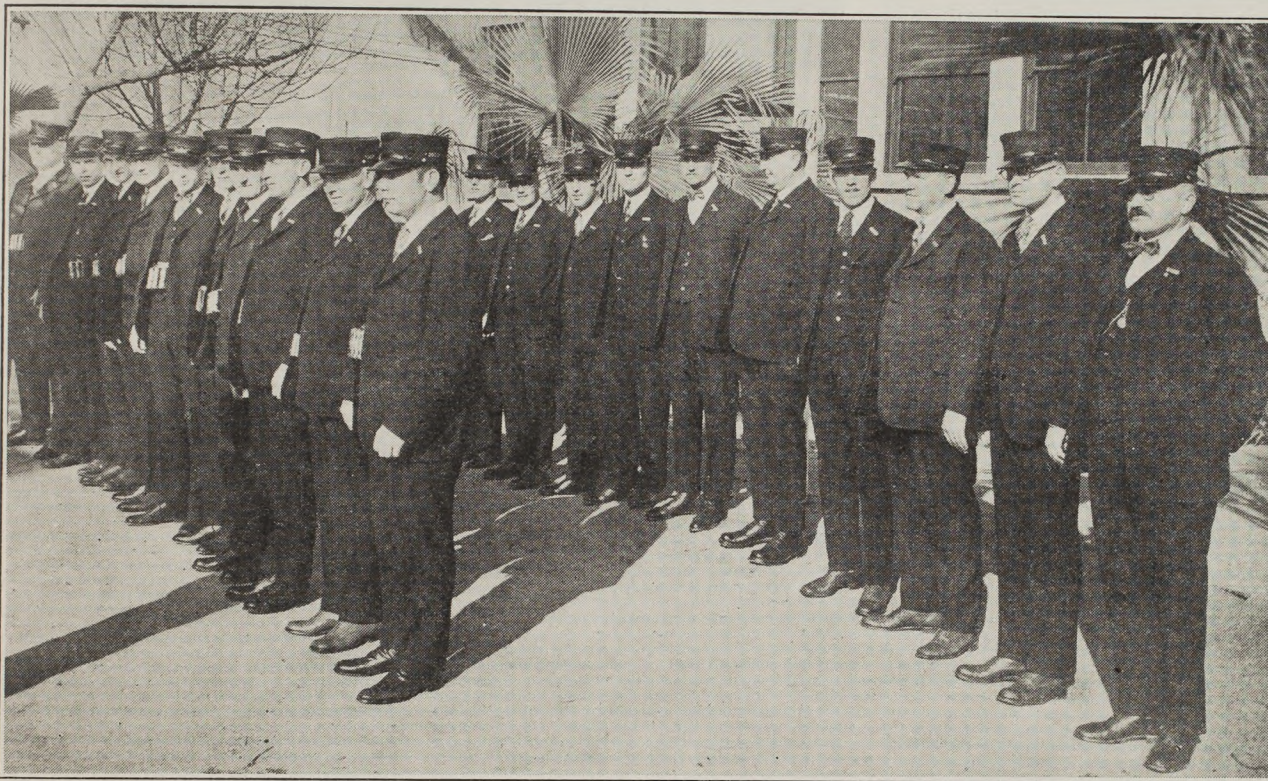


Line Up For Inspection At Division Five



Back row, left to right: Motormen H. O. Lillie, H. Underhill, R. V. Hildebrand, A. W. Palmer, W. A. Richards, B. R. Cox, D. C. Allan, J. Coward, O. Burgess, C. M. Detrick.
 Front row: Conductors R. A. Holmquist, J. O. Bauer, L. L. Boatman, H. Keene, Conductor-Line Instructor H. V. Skoog, Conductors G. R. Boatman, E. H. Link, M. G. Law, W. H. Morgan, A. W. Berlin.

The old saying that "Cleanliness is next to godliness" applies to any business where the public is served, and in this instance the street railway business is no exception. Personal neatness and cleanliness point out a man with his heart in his work, just as it is a well-known fact that neglect of personal appearance indicates laxness in other respects.

The accompanying photograph shows a group of Division Five's best lookers "standing inspection". The men of this division have taken it upon themselves to see that they are leaders in the matter of cleanliness.

Notices have been posted at all divisions explaining in detail the Company's attitude in regard to the appearance of its salesmen—the trainmen. In these notices all particulars relative to what consists of standard uniform equipment is explained, and it is expected that each and every trainman fully acquainted himself with the provisions of this notice.

Particular attention is called to the fact that in future periodical inspections will be made at all divisions regarding uniforms and personal appearance and such measures as are deemed necessary will be taken to secure satisfactory results.

In the group of trainmen pictured above it may be interesting to know that Motorman John Coward, the

eighth man in the back row, celebrated his twenty-fifth anniversary of service with the Company last Tuesday. John has always been a consistent performer of his duties and his neatness of appearance bears evidence of the pride he takes in his work.

New Bearings

The Engineering Department is experimenting with roller bearings on the armature shafts of street cars. Car No. 694 is equipped with these bearings replacing the old sleeve bearings.

Lost and Found!

This time it is the Lost and Found Department that receives a special bouquet. Mr. H. W. Day, Southern California representative of Belding Heminway Company, wrote the following note of appreciation:

"Talk of service! The Los Angeles Railway beats them all. Within twenty minutes of their Lost and Found Department being notified of a suitcase being left on a car, the owner was notified it had been found and would be returned within an hour."

Again --- Not So Good

We don't know why unless February was leap month of a leap year and the traveling public leaped at some of our trainmen—but anyhow there were twenty-four more complaints during February than there were in January. In January the figure was 107 and in February 131.

There is a light ray of hope in that Discourtesy shows a decrease of four. Starting Too Soon, two less and Short Change two less, but to offset this Fare and Transfer Trouble, Passing Up Passengers, Carrying Passengers Past Stop, Dangerous Operation and Miscellaneous Complaints showed a decided increase.

Commendations Decrease

Also fewer trainmen received commendations. In January there were sixty two and in February only forty-eight, or a decrease of fourteen.

Larys Lose to Fruit Express

The Lary Basketball Team bit the dust in combat with the Pacific Fruit Express Team resulting in a 26 to 11 score in favor of the P. F. E., last Thursday, March 1st, at Franklin High School.

February Also Has Three Divisions Over Seven Mark

The month of January, 1928 started off well in the securing of witnesses to accidents, and according to the figures for February, it appears that the good start is maintained. Three Divisions again went over the seven mark, with Division Four leading with 7.55.

Division Five by the skin of its teeth, shifted Division Three out of second place. Division Two came in for fourth position and Division One remains in seclusion in the basement.

The average for the five divisions for February was 6.98.

The following is how the figures line up for February:

Division Four7.55
Division Five7.10
Division Three7.09
Division Two6.79
Division One6.64

Now that the trainmen are off for a red hot start, it's about time for Division One to exchange places and climb out of the cellar. The March report ought to be interesting.

The average for February of this year shows an appreciable gain over February of 1927. Last year the total average for February was only 5.63, against 6.98 for last month.

Change in Route

Effective tomorrow, Sunday, March 4th, a change in the route of the San Pedro Motor Coach Line will be put in operation.

The motor coaches will loop on Avalon Boulevard and San Pedro Street between 59th Place and Manchester Avenue. The north terminal will be the same as at present, 59th Place and Avalon, and the south lay-over points will be on the east side of San Pedro Street and east side of Avalon just north of Manchester.

A seven-minute headway is provided week days northbound on San Pedro Street and a ten-minute on Avalon during the A. M. peak. The same number of motor coaches that have been operating on the old route will be used on the loop.

~ TWO BELLS ~

Published Every Saturday by and for Employees of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janett Converse - - - - - Publicity Manager
W. T. Shelford - - - - - Editor

Oil Or Emery?

ONE of our transcontinental railways recently changed its schedules speeding up the time of one of its crack trains between Los Angeles and Chicago.

On the first day of the operation of this schedule, the equipment was carefully prepared for the trip, and the train started out with every prospect of maintaining the schedule in a satisfactory manner.

However, before covering one division of its route, the train was found to be fifty-three minutes late. This due to the fact that in one of the driving boxes of the locomotive an almost infinitesimal grain of emery caused the box to become heated and burn out.

This did not stop the train entirely, it proceeded on its way making up a portion of its time and arrived at the other end of the scheduled route only a few minutes late.

How like this grain of emery is the man who, through lack of earnest co-operation and conscientious endeavor, causes a small amount of friction to develop in an organization like ours.

The man who overlooks the chance to co-operate to the fullest extent is a stumbling block, creating conditions which only earnest and heroic efforts on the part of his fellow workmen can overcome. Fortunately we have but few such men in our organization, but occasionally a man is found who, when instructed on a certain matter, instead of cheerfully doing his best to follow such instructions, immediately demands "Where is there any rule?" covering that point.

The man who neglects to keep himself posted on rules or to follow advice given in special articles, or in talks at the Division Meetings, or who does not pay attention to personal cautions or instruction is a grain of emery interfering with the smooth operation of the whole machine.

The man who neglects his personal appearance, thereby lowering the standard of all employes in the eyes of our patrons, or the man who fails to realize the value of the golden rule, and who will, therefore, be discourteous and inconsiderate in dealing with his patrons, regardless of their mental or physical infirmities, is a disturbing element and adds to the burden of his fellows.

In discussing the invincibility of Alexander's famed "Phalanx" of old J. Mason Knox quotes the following:

It ain't the guns nor armament,
Nor funds that they can pay,
But the close co-operation
That makes them win the day.

It ain't the individual
Nor the army as a whole,
But the everlasting team-work
Of every bloomin' soul.

Are you a drop of oil or a grain of emery in the bearing?

Officer (to sailor who has rescued him from drowning)—"Thank you, Smith. Tomorrow I will thank you before all the crew at divisions."

Sailor—"Don't do that, sir; they'll arf kill me."

"Eavesdropping again," sighed Adam, as his chum fell from the apple tree.

Caller: "Your children play so quietly."
Mother: "Excuse me a moment."

The precocious infant returned from his first day at school. The anxious family gathered around.

"Donald," asked his mother, "what did you learn today?"

"Nothing."
"What, nothing at all?"
"Nope; there was a woman there who wanted to know how to spell cat, so I told her. That's all."

"I'd be much better off if they'd put that sign on the mail box."

"What sign?"
"Post no bills."

Captain (to Irishman applying for job on board a ship)—"Have you ever been to sea before?"

The Son of Erin—"Do you think I came over from Oireland in a cab?"



BOUQUETS



Bouquets for February suffered a loss. The number received in January was ninety-four and the number for February was fifty-three, a loss of forty-one. The relative positions of Divisions and the number of bouquets received for each month is shown below:

January	February
Division Two..... 32	Division Two..... 17
Division Three..... 24	Division Three..... 13
Division Four..... 14	Division Four..... 9
Division One..... 13	Division Five..... 8
Division Five..... 7	Division One..... 6
Motor Coach..... 4	
94	53



Left to right: Motorman-Line Instructor G. M. Nankervis, Motorman M. M. Hogan, Conductor R. H. Mead, Motormen A. W. Johnson, H. T. Hansen, Conductor-Line Instructor L. E. Sherwood and Conductor F. Shuster.

For Motorman G. M. Nankervis of Division Three from C. W. Covert for his efficiency in unloading passengers. Motorman Nankervis was very courteous but alert and through his efforts expedited the unloading so that there was a minimum of delay.

For Motorman M. M. Hogan of Division One from Mrs. M. M. Joris for the kindly courtesy shown her in getting up from his stool and offering it to her.

For Conductor R. H. Mead of Division Three from Mrs. A. R. Clarkson for courtesy shown a woman taken care in giving passengers explicit directions and information.

For Motorman A. W. Johnson of Division Two from Mrs. Herman Priebe for his courtesy shown a woman taken ill on his car. Mrs. Priebe writes: "He helped her off the car and took her to

a drug store for first aid. If she had been his own mother, he could not have been more kindly."

For Motorman H. T. Hansen of Division Two from C. T. Fleming for his courtesy to a group of women waiting for a car. He noticed their confusion and gave them explicit directions regarding the proper car and the point of transfer to reach their destination.

For Conductor-Line Instructor L. E. Sherwood and Conductor F. Shuster both of Division Four from Mrs. Loretta Hensey, whose letter is quoted: "I want to speak a word of praise for two conductors on the 'C' Line, No. 350 and No. 2268. They are so kind and courteous to everyone. They are not only kind to me on account of my being blind, but I have overheard different compliments regarding these two conductors' courtesy to the people they serve."

What Mistah Trouble Did

Ol' Mistah Trouble, he come aroun' one day
An' say, "I gwinter git you, so you better run away!
I likes to see you hustle. Dat's de way I has my fun.
I knows I kin ketch up to you, no matter how you run!"

I says, "Mistah Trouble, you has been a-chasing me
Ever since I kin remember, an' I'se tired as I kin be.
So I'se gwinter stop right yere, an' turn aroun', a-facin' you,
An' lick you if I kin, and fin' out jest what you kin do."

Ol' Mistah Trouble, he looked mightily ashamed;
He acted like a buckin'-hoss dat's suddenly been tamed;
An' den he turned an' travelled off, a-hollerin', "Good day;
I ain't got time to fool around wif folks dat acts dat way."

—Washington Star.

"Does yo' take this woman for thy lawfully wedded wife?" asked the colored parson, glancing at the diminutive, watery-eyed bow-legged bridegroom, who stood beside two hundred and ten pounds of feminine assurance. "Ah takes nothin'," gloomily responded the bridegroom. "Ah's bein' tooked."

Oh, My Gosh!

This was less than 100 years ago, in America!

Someone has dug up the records of the Lancaster, Ohio, school board back in 1828. In these records there is an account of a proposed debate as to whether railroads were practical or not. Permission was asked to hold the debate in the school house, and the minutes of the school board meeting ran as follows:

"You are welcome to use the school room to debate all proper questions in, but such things as railroads and telegraphs are impossibilities and rank infidelity. There is nothing in the word of God about them. If God had designed that His intelligent creatures should travel at the frightful speed of 15 miles an hour by steam, He would have foretold it through His holy prophets. It is a device of Satan to lead immortal souls down to hell."

I confess that in my experience with young men the capacity that I have found least often is the capacity to be accurate.

I have set greater store by the discovery that I could absolutely depend upon what a man said than I have ever set by anything that his friends may say, who are not in close contact with him and in a position to observe his daily work.—Secretary of State Hughes.

Bulletins

ISSUED MARCH 3, 1928

Street Car

NO. 28—NOTICE TO CONDUCTORS

Pass No. 296 issued to Mrs. Frances H. Zahn, Board of Library Commission, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

NO. 29—NOTICE TO CONDUCTORS

Entrance doors on Center Entrance cars must not be closed while car is in service, except on specific orders from a Supervisor or other person in authority, or when the car is disabled and unfit for use in regular passenger service.

NO. 30—NOTICE TO CONDUCTORS

Fireman's Pass Book No. 39535 issued to Fireman Roscoe S. Creed is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

NO. 31—NOTICE TO CONDUCTORS

The following passes are reported lost: 331 issued to Geo. J. Galloway, Supervising Inspector, Department of Health, City of Los Angeles.

3160 issued to Mrs. Charlotte R. Prichard, wife of George A. Prichard.

6418 issued to R. Spencer, Motorman, Division No. 3.

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

NO. 32—NOTICE TO CONDUCTORS

The following passes are reported lost: No. 1238 issued in favor of C. Hernandez, Laborer, Track Dept.

No. 2540 issued in favor of Mrs. Sarah Smithe, Car Cleaner, Mech. Dept.

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

A. B. Hill

Motor Coach

NO. 15

The practice of some Operators and Conductors of tearing up tickets, transfers and hat checks and throwing them away at any place, and particularly at terminals, must be discontinued at once. If for any reason you have no use for them, they must be turned in to the Foreman's Office.

Stan Warren

Air Crank Being Tried on Fare Box

Experiments are being made by the Operating Department with a mechanical crank on the fare box. This device, such as at present being tried out on Car No. 2501, is controlled by air pressure and does away with all hand cranking by the conductor.



This little fellow is Milton Joffe, one year son of Conductor Joffe of Division Three. Milton is trying the latest steps.

Featuring Spring Headgear



Here is the new headgear of the Motor Coach Division, displayed by Operator A. C. Lucas. The new cap is so made that it will hold its shape, and the new style permits of ventilating strips in the top similar to those in trainmen's caps, making it considerably cooler. Materials and color are like the former standard cap. This cap is also used by the Los Angeles Motor Coach Company.

The photograph also shows the new cap badges for the Motor Coach Division, one-half the actual size, the distribution of which is now completed. The edge is bright nickel, the background standard Los Angeles Railway yellow, and the lettering and numbers are in black, both on the operators' and supervisors' styles. The use of the paper card with the name and number placed in a holder on the coaches is discontinued.

Lucas started with the Company as Operator on October 28, 1925, and is at the present time operating on Wilshire Boulevard during the day. In the P. M. rush hours he works traffic as starter and loader for the double-deckers at 5th and Hill.

The Los Angeles Motor Coach Company has also just distributed new badges. These are similar in shape, but have a gold edge and green background, corresponding with the coach colors of that company.

To Tour Europe

The many friends of Mrs. Jennie Shand, will be interested to know that Jennie is to leave very shortly for a four-months' tour of Europe and she plans to visit all of the cities of the Old World.

It will be remembered that Mrs. Shand was telephone operator on the Company's P. B. X. for a number of years.

All aboard and bon voyage!

Fleming's Father Passes

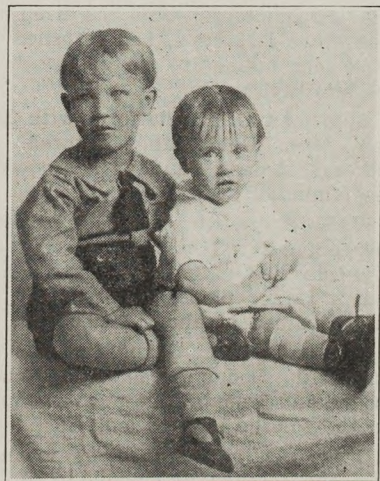
E. C. Fleming, Supervisor of the Maintenance of Way Department, has been called to Pueblo, Colorado, on account of the death of his father. Fleming left Los Angeles last Sunday and takes with him the heartfelt sympathy of his many friends.



Better Look It Up!

Have you made yourself familiar with all the new information contained in the new Transportation Cases put out by the Instruction Department? If not, get a good look at the color scheme in the exhibit of coach tickets and various modes of transportation. You have one at your Division.

According to Dan Healy, Chief Instructor, all information desired by trainmen relative to tickets and passes is brought right up-to-date, and the printed matter supersedes all typewritten exhibits heretofore displayed. So, wise yourself up on the latest case!



Richard Harold age three years, six months, and Robert Harry, one year, four months, sons of Conductor A. R. Brown of Division Two.

Flagman Returns

W. D. Carpenter, Flagman who is celebrating his twenty-eighth year with the Company, has just returned from a four months' leave of absence. Carpenter's health has not been the best lately and the rest, he believes, will help him considerably.

Division Assignments

The following men have been assigned to their divisions during the week ending Wednesday, February 29:

To Division Two: Motorman F. W. Greene, Conductor A. L. Stockman.

Legal Questions

Q. What are factors and what are their authority?

G. S.

A. A factor, commonly called a commission merchant, is an agent to whom owners send goods for such factor to sell on a commission basis, to give credit, to receive purchase money, to accept negotiable paper and to make warranties.

Q. May an ineligible alien loan money secured by a mortgage upon real estate?

C. M.

A. Yes, but upon the foreclosure and sale he could not buy and acquire title that he could hold untainted by escheat for longer than two years.

Q. What is the effect of a contract partly written and partly printed? In case of a disagreement as to the meaning of a contract, is the interpretation a question of fact for a jury or of law for the court?

D. G. R.

A. (a) The written parts control the printed parts, and if there is any inconsistency between them, the printed parts are disregarded.

(b) Whether a contract contains language impairing the complete contract is a question for the court, and is to be determined from an inspection of the instrument. The terms of a contract being ascertained, the court should construe it and instruct the jury as to its meaning and effect.

Q. Does the escrow fee constitute all the charges made in closing an escrow?

B. H.

A. No, the escrow fee is only one item or charge made by the escrow holder for the service performed in acting as a depository for the money and instruments and for drafting and carrying out instructions for the parties.

Q. When wife and husband have community property and the wife stands bond for a loan for friends without husband's knowledge, and the amount is below her share, can he get any redress from borrowers?

J. B.

A. The California Civil Code, Section 167, reads as follows: The property of the community is not liable for the contracts of the wife, made after marriage, unless secured by a pledge or mortgage thereof executed by the husband.

For Sale

Three Room House, bath and breakfast nook, lot 40x100 feet, on Cypress Avenue, two blocks from Division Three. My equity about \$1000. Conductor P. A. Bryan, Division Three.

Six Room House. Have cut the price to \$3100 with special terms to Company employes. Half cash. S. D. Moody, Division Three.

Turken Eggs for hatching. \$3 for 13. Turken is the most talked of wonder chicken imported from Russia, half chicken—half Russian pheasant. Very large fowl and wonderful layers. Motorman J. H. Meiers, Division Four.

Beautiful Combination Buffet and China Cabinet. Conductor D. D. Lasswell, Division Five.

For Rent

Three Room Duplex, modern, garage, water paid, \$20 per month. Address 1924 Cypress Avenue. Conductor John Marco, Division Three.



Division One

H. N. COLE

Foreman J. B. Lair has traded his Studebaker for an Erskine coach, and to say it is a beautiful thing is putting it mildly. It is simply a dream.

Motorman S. Scheinert is beginning to be a little superstitious, a believer in black cats, etc., and there is a reason. He had a certain car on his run on Tuesday and he had the misfortune to lose a step. On Wednesday another motorman had the same car and he lost the same step. On Thursday Scheinert had the car and again lost the same step.

The boys extend their sympathy to Motorman J. J. Hillis in his bereavement. Mrs. Hillis passed away the first of the week.

Motorman F. L. D. Buck has reported for duty after a week spent at home nursing an abscess of the ear. He says he lost so much sleep that he is afraid he will never be able to catch up with it.

Conductor D. A. VanDyke is confined to his home on account of illness.

Motorman F. H. Smith has the honor of being the first man out of this Division to get a delivery on one of the automobiles that the "world has been waiting for" so long.

Traffic Men H. J. Burke and George Moore (both formerly out of Division One) are gaining so much experience working at Wrigley Field every night, that it is rumored they are contemplating going into the business themselves. Whether this is true or not is not known, but Burke has been advanced from Traffic Man No. 4 to No. 3, almost to the top of the seniority list.

Motorman F. H. Smith has resigned to go into business for himself.

Night Switchman T. P. Doolittle is taking a vacation of ten days.



Division Two

E. A. MOXLEY

Clerk C. F. Paine started for home Tuesday afternoon, and was bumping out of the yard in great shape. Some one pointed to his front wheel and Paine got out and removed the cause of all the bumps, a nice large theft lock. You're large enough C. F. to be safe driving the car without it, but don't forget to put it on when you go to work.

Motorman-Line Instructor B. T. Glennin is improving rapidly, and will be back on the job the fore part of the week.

Conductor P. J. Boyer feels that he is not well enough to work on the cars and not sick enough to stay at home, so will try out flagging for awhile.

Conductor C. M. Wells returned Monday from a ten days leave, spent looking over the city.

Motorman J. A. Defty has been off for the past week with a touch of appendicitis. He is getting along fine and will be back to work shortly.

Conductor H. M. Jones had a growth removed from his heel and is taking life easy while it is getting better. He has been off for about two weeks.

Think back and see if you can remember having your watch inspected last month, if not, you'd better get an early start for this month.



Division Three

L. VOLNER

Having one of the best cameras on the market, with an exceptionally fine lens a few Sundays ago Conductor T. G. Cumberford was out with a party of eight young lady friends. Some very fine snap shots were taken. After the films were developed he had a picture printed to show the ladies and of course, being such a fine picture, each lady wanted one. To show his generosity Mr. Cumberford offered to loan them the film so they could have their pictures printed.

Conductor A. Henkel is the proud father of a six pound baby girl born on the 19th. Irene Hope is the name given the young lady.

Motorman H. L. Zimmerman is off duty on account of a light attack of rheumatism.

Whose goin' to reimburse Motorman J. Hellman or rather his son for the 5c he was out a few days ago. Mr. Hellman and son boarded a street car, the father presenting his pass and the son just like a real sport pitched 10c which his father had just given him into the fare box. While nothing was said it was worth the price, says Conductor King.

Conductor D. A. Kuykendall is quite sick suffering from la grippe.

Motorman Sims has returned to duty after some time off on account of severe headaches.

Word has been received that Motorman G. P. Lyman is improving.

Conductor E. J. Clark has been granted and eight days' leave to work around his home.

Motorman H. F. Reinoehl is off duty on account of an attack of bronchitis.

Conductor J. B. Kaiser has been granted eighteen days on account of his wife being sick.

Kelly got his money's worth even if his Conductor I. Gasparro had to pay the bill. During the rush hour at Temple and Broadway was a man with quite a roll of bills. He pulled off one and Mr. Gasparro shoved the bill in his pocket giving the man five dollars worth of change. Nearing the end of the line, when straightening out his money he found a two in his collection but not any fives. What he said was cussing in Italian, says his Motorman "Kelly" Cimmino.



Division Four

C. J. KNITTLE

E. E. Johnson batting for C. J. Knittle Mr. E. G. Benedict, former Stenographer at Division Four, very pleasantly surprised us with a visit Wednesday morning. He is going back to Kansas City.

A. H. Montrose, who has been off sick since last June, has returned to wind 'em up again, we are glad to see him back again.

Motorman G. H. Slatford, with Mr. and Mrs. Goldsmith, motored to Bakersfield last Sunday in George's new Oakland sedan.

W. H. Snow, who has been holding the center down on a run on the "C" Line informed us that an uncle had left him a rather pleasant portion of an estate valued at about \$100,000.00.

Motorman C. E. Grant who has always had a Dodge car, finally switched around and brought a new Essex Coupe around for the boys to look at.

It is with regret that we learned that the mother of Conductor S. T. Cooper's wife passed away last Sunday morning.

Safety Operator C. W. Allen, has fully recovered from his recent illness and is now back collecting fares and winding up a Birney car.

Earl Newhard, of the Mechanical Department is the proud possessor of a new Chevrolet Coupe with a mother-in-law seat and everything.

James Inman, Assistant Foreman of the Day Shift in the Mechanical Dept. is off sick, with a rather bad jaw. What is it Jimmy, the Hoof and Mouth?

Motorman A. G. Randolph, writes from Phoenix, Arizona, that he is doing nicely, but is still holding the bed down twenty-four hours a day.

Motorman D. D. Rhoads, fell pretty hard one day not so long ago for the line of some slick salesman, in fact so hard that he parted with \$27.50 for a membership in some fake enterprise.



Shops

JACK BAILEY

All the boys are much pleased that R. Dwyer has regained his health and is back on the job.

Carpenters Bill Monahan and Al Delinger both spent Washington's Birthday digging up weeds. Bill did not make it in at all the 23rd and Al came in with a rather wedding manner and a lame back.

Electrician Al Schoonover does not give pencils away but he has a great bargain in cloths, a \$40.00 suit for \$20.00. More or less used, but never pressed. Don't crowd.

Carpenter Ben H. Grimm has a new set of teeth. We found it out when he came to work with his index finger tied up, not saying he would bite it.

Welder A. Ayals (Councilman of Watts) lost his hat when it caught fire in the Welding Room. C. Crumwell got big-hearted and gave him his derby.

Truckman Roy Williams took his family down to the Tweedy Air Port last Sunday. His wife and daughter enjoyed a ride but Roy thought a ride would be safer with one foot on the ground.

Truckman Roy Baxter is sporting a new Maxwell. Horsefeathers.

Tom Davis, Painter, came rushing into the office last week with: "Say, I just got held up." Lee Crump: "That's 'fine' the Police are here to see you now."

With the assistance of S. E. Knowles E. C. Smith took H. H. Sawyer to a house cleaning in the Drill Press Room Checker Championship game last week Machinist Sawyer is open to all comers.

The funeral services of Mrs. E. Hume, mother of Frank Hume of the Electrical Repair Department, was held last Monday, February 27th, the interment at Rosedale Cemetery. Many friends within the ranks extend a sincere expression of sympathy to Frank and the surviving family.



Division Five

FRED MASON

Motorman F. P. McMurphy, who has been on the sick list for the last six weeks, dropped in to see us last Wednesday. We are glad to see him up and around again.

At the prize fight last Tuesday, besides the movie stars, was one of our mechanics, Bashful Bill Hueske. A guy called his attention to Ben Turpin, sitting in a ringside seat, and on looking him over it turned out to be Harold Hale trying to keep one eye on each fighter. Another gate crasher present was Conductor "Sy" Daerr. For one dollar and a dime he made the fourth seat from the ring, a \$5.50, and to prove it he showed us the blood on his shirt. Conductor Frank Adams was there. He went for the express purpose of seeing Dick Donald and try to collect the \$2.20 he owes him. Switchman "Heine," Conductor Roy Meggison and another little guy had a wonderful seat in the top row of the circus seats.

Conductor Q. E. Stone started off on a thirty days' vacation last Tuesday and is going to Ivanhoe, California.

Motorman George Rupp started his vacation on Thursday last and will be off for one month.

Conductor D. D. Lasswell has decided to leave us and is transferring over to Division Three. In his place we are getting Conductor Henry. Good luck to you Lasswell, old boy.



Motor Coach Division

ELMER WOOD

Conductor H. J. Rogers will not have to pay income tax next year. No sir! He says he would much rather give his money to his wife. So he gave up bachelorhood last Saturday, February 25th, and was married to Miss Agnes Knight, at her home in this city. Among those present were Assistant Foreman Joe Le Prohn, Conductor W. W. Morse and Operator F. A. Barry. The romantic meeting place of the two love birds was on the Melrose Line one year ago. We wish them a long happy married life together.

It is rumored that Operator C. Lyles who is in Florida on a sixty days' leave of absence, will not come back a bachelor.

A mistake was made in Operator F. W. Barns's nick-name last week, it should have been "Dopie."

Operator R. A. Holloway is steering 'em over the line again after having his tonsils removed. A six days' sick leave was all he needed.

Operator A. E. McDonald wasn't so lucky. He was off three weeks recuperating. He is back and "feeling fine again now."

Operator W. A. Brewer is collecting fares again after having spent six days on the sick list.

Garage News

The new inspection chart for the three shifts has caused a considerable bit of rivalry among the boys. The contest seems to be between the First and Third Shifts. The Second Shift must have a missing engine because they are only plugging along on three and four cylinders. If the First Shift doesn't "put out" more the Third Shift will make them eat their dust, "And How."