

TWO BELLS



MELROSE SUBSTATION



Easter Under the Blue Sky

Another California Spring is here, bringing with it the beautiful ceremony of the Easter Sunrise Service, the typically Californian observance of the most joyous of all religious days. How could the solemn beauty of the Resurrection be more fittingly celebrated than under the blue of the open sky, at the hour of resurrection of day, at the season of new life for the changing seasons?

There is a spiritual blending of the observance of the Christ's Resurrection with the natural resurrection that is ever our help and inspiration.

Loyalty



If you are working with or for a man, by all that is good and great, be loyal to that man, or be fair to yourself and resign.

To remain in a position of pay and then bite the hand that feeds you—to knock the man who pays you—to try to elevate yourself at the expense of your employer, is ingratitude, injustice—treason.

The dirtiest kind of dishonesty is disloyalty. There is nothing produced on earth quite so low as that of the ungrateful man.

Disloyalty is the abridgment of all human baseness. It is ignorance of head and ingratitude of heart.

No business organization can successfully cooperate, where the corrosion of disloyalty is rusting off the hinges of human effort.

We can lock the safe, count the cash, check up the stamps, and introduce the time clock; but disloyalty must be dismissed or the organization will be ditched.

If you are working with or for a man, work with and for that man and for his organization—for your organization.

And remember this: Every time you criticize others in the organization, without showing, in a friendly way, and by your own example, a better way, you are simply costing the concern in cash, in confidence, in cooperation, more than you are worth, no matter what your pay may be.

Finding fault with others in the organization increases your obligation to introduce the necessary means of mending the mistakes.

Do not condemn others until you are ready and willing to help correct what is wrong, and, above all things, be loyal to the man who has placed you in a position to help him help others and to help yourself.

—The Silent Partner.

Saint Patrick

Saint Patrick, patron saint of Ireland, whose birthday, March 17th, is not only celebrated by Irishmen the world over, but more or less generally by "the wearin' of the green," was born about 386 A.D. near Gastonbury, England. He was an able statesman as well as a priest and is credited with the establishment of three hundred and sixty-five churches; by the side of each he planted a schoolhouse. The shamrock was used by him to symbolize the Trinity, three leaves on one stem.

Two Bells

A Herald of good Cheer and Cooperation.

Published Monthly by and for Employees of the Los Angeles Railway

JANET CONVERSE
W. T. SHELFORD

Publicity Manager
Editor

Pinochle Derby Starts March 18

It has been proposed that the pinochle games for 1929 be played off earlier in the year, and consequently a schedule has been drawn up which provides for the first game to be played on Monday, March 18th, at 8:00 p.m., between Divisions One and Two at Division Two.

One hundred games will be played, five games at each contest, the same as in 1928, with the exception that three evenings a week are scheduled in this series—Mondays, Wednesdays and Fridays. If played according to the proposed plan, the games should terminate on May 1st with Divisions Four and Two in the wind-up.

The chart indicates, reading across, the number of games each division plays away, and reading down the games to be played at home, which is on the same order as a baseball chart.

During the latter part of February, some of the Division Superintendents conducted a series of elimination contests while others left it to the discre-

tion of the players by popular vote.

For Division One: Conductors C. N. Reddick and L. W. Corley; substitutes, Conductor W. A. Walters and Motorman W. O'Hern. For Division Two: Conductors F. B. Slaughter and W. D. Billips; substitutes, Conductor T. J. Kelley and Motorman E. E. Smith. For Division Three: Motormen D. H. Young and J. E. Kirk; substitutes, Motorman Frank Cimmino and Conductor W. F. Swan. For Division Four: Conductor R. E. L. Carroll and Motorman T. J. Vail; substitutes, Motormen T. H. Speed and C. W. Allen. For Division Five: Motormen R. O. Farmer and Bert Cox; substitutes, Motormen Jack York and Jim Morton.

Pinochle fans are urged to make early reservations for ringside seats. The players are "rarin' to go" and promise lots of action in an attempt to wrest the trophy from the trophy holders, while the champions will show their opponents that they mean to hold the cup at all costs for another year.

Collins Opens Division Meets

Before audiences of attentive and interesting trainmen, the Division Meetings were held at the five divisions during the week of February 11th with a guest speaker from the Los Angeles Fire Department, Inspector B. E. Rice, and our own John Collins, Supervisor of Safety.

Mr. Collins opened up the series of talks by explaining that he was "pinch-hitting" for the Claim Department in an attempt to illustrate to the men just how important it is for them to secure a sufficient number of witnesses to put up a defense when suits have been filed against the Company.

"It is the serious accidents—when someone is injured—that require the witnesses," said Collins, and he cited a recent case where the Company was not responsible, but which cost the Company \$10,000. One witness and a sympathetic jury won the case for the plaintiff, and the Company was helpless because it did not have any witnesses.

Inspector Rice of the Fire Department took the rostrum and gave a heart to heart talk to the trainmen on cooperation in the matter of fire prevention.

The fire units use certain streets in answering calls, and if trainmen would acquaint themselves with the locations of the fire houses, particularly those near their lines, they could be on the alert when approaching such streets.

Inspector Rice concluded his talk with an expression of appreciation for what the trainmen had done in the past in the way of cooperating with the Fire Department and hoped that through this series of talks there would be a better understanding of the duties of the fireman and of his task in preventing fires.

DIV. TO PLAY	AT DIV. 1	AT DIV. 2	AT DIV. 3	AT DIV. 4	AT DIV. 5
DIVISION ONE		MARCH 18 th	APRIL 8 th	APRIL 12 th	APRIL 22 nd
DIVISION TWO	APRIL 26 th		MARCH 22 nd	MARCH 29 th	APRIL 10 th
DIVISION THREE	MARCH 27 th	APRIL 15 th		APRIL 24 th	APRIL 1 st
DIVISION FOUR	APRIL 3 rd	MAY 1 st	APRIL 19 th		MARCH 20 th
DIVISION FIVE	APRIL 17 th	APRIL 5 th	APRIL 29 th	MARCH 25 th	

Mother of Mr. Kuhrts Passes

Mrs. Susan Kuhrts, mother of George J. Kuhrts, President of the Los Angeles Railway, passed away suddenly of heart disease at her residence, 1103 Arapahoe Street, on Tuesday afternoon, March 6th. She was eighty-one years of age and had been a resident of Los Angeles for sixty-eight years.

Mrs. Kuhrts was widely known and beloved among the older residents of Los Angeles—a sturdy and gentle soul of quiet charities and quick sympathy for those who were troubled. She was in every sense a staunch supporter and real partner of her husband throughout his long career of public service to Los Angeles, and to the last a counselor and guide to her children.

Mrs. Kuhrts, who was formerly Susan Buhn, came to Los Angeles when but a girl of thirteen, making the long and then hazardous journey from Southern Germany to the Isthmus of Panama and across the isthmus by railroad, completing her journey by vessel to Los Angeles. She was a guest of Mr. and Mrs. Mesmer, the founders of another pioneer Los Angeles family, at the old U. S. Hotel, and was married there to Jacob Kuhrts in 1865. They made their home in what at that time was the heart of the residential section of Los Angeles, on Los Angeles Street between Rowena and Commercial. Afterwards, as the town grew, they moved to the corner of First and Main Streets.

She came to the new country at the behest of her uncle, Jacob Bean, a large land owner and cattleman, who had settled in California in 1843 and who was instrumental in bringing out a large number of families from Southern Germany.

Mrs. Kuhrts survived by two years her husband, the late Jacob Kuhrts, also an early Los Angeles pioneer. She leaves two sons and one daughter; George J. Kuhrts, President of the Los Angeles Railway; Edward W. Kuhrts and Mrs. Grace Karsten.

February Complaints Take Big Drop

The high figures of January in the Complaint Report were not to last very long as a criterion, or reflection, on the kind of service rendered by trainmen, according to the February figures which reduced the high figure of 214 for January, to 175 for last month, or a decrease of 39.

Two classifications showed increases: Passing Up Passengers increased from 17 in January to 21 in

“Just Right”

Whoever said the “solid South” was broken has evidently not ridden on a certain car on the “N” Line, which is piloted by Motorman William Matthews with L. C. Haines as Conductor, Bookkeeper, etc. A ride on their car will prove this statement to the contrary as the “South” is on the front and rear ends, and very much so at that.

The shake-up at Division One about a month ago shook these two staunch Democrats together—Motorman William Matthews of Butler, Mississippi, and Conductor L. C. Haines of Knoxville, Tennessee. Bill Matthews deserted the “J” Line so that he could be hooked up with Haines.

Matthews started with the Company on February 6th, 1912, and Haines started in on April 9th, 1904, at Division One.



Motorman William Matthews and Conductor L. C. Haines of Division One.

Their records are up to a high standard and both men have been commended for their courtesies to passengers on many occasions in the past. Now that they are together, the passengers who board their car will have the assurance of as safe and courteous a ride as is humanly possible to render. Everything with these fellows is “just right” and their pleasing personalities radiate good will at all times.

February, and Carrying Passengers Past Stop from 4 in January to 7 in February.

Twenty complaints were charged to Short Change and 34 for Miscellaneous in January and the same number were charged for February.

Commendations Less

February showed 34 commendations against 47 for the month of January, or a decrease of 13.

Four Holds Lead in February

The second month of the year is holding up the January 1929 witnesses per accident record with Division Four holding first position with 7.07 which is slightly under the January figure of 7.58.

Division Three took second place but its figure was slightly under the one established in January.

Divisions Five, Two and One took their respective places on the report the same as they did in January, but each increased its figure slightly.

The following is a comparison for the months of January and February:

	Jan.		Feb.
Div. 4	7.58	Div. 4	7.07
Div. 3	6.61	Div. 3	6.27
Div. 5	5.55	Div. 5	6.25
Div. 2	5.44	Div. 2	5.55
Div. 1	5.01	Div. 1	5.09

The total average for all Divisions for February was 5.96 and for January, 5.95.

New Schedules

New schedules are to become effective on Lines “W” and “D” Sunday, March 10th.

On Line “W” the daily service has been augmented with seven cars in the midday period which cut the headway from five minutes to four and the minimum short headways have been extended over a longer period of the day.

Six full early runs have been created in the new schedule and six a.m. and seven p.m. tripper runs have been eliminated.

The “W” Line is the last of the Broadway lines to be speeded up under new schedules which provide faster running time.

There is a slight change in headway frequency on the “D” Line with addition of one car in the midday period, reducing the headways from six and one-half to six minutes on the daily schedule.

Voters Attention!

If you have moved, or have not registered since January 1st, 1928, you only have until April 5th to do so.

Mr. A. Orton or Mr. R. S. Bliss, Registrars, are at your service in Room 405, L. A. Railway Building.

Name Contest Has 'em Guessing

Either the attaches of the Transportation Department are not very well acquainted with each other or perhaps they have not had their wits sharpened enough for a name contest.

In any event the replies were very few and far between, which possibly indicates that there were some "stickers" in the group.

For the benefit of those who tried it, here are the questions and answers:

1. Stain	E. R. Dye
2. Concede	A. F. Grant
3. A builder	F. J. Mason
4. Angler	C. D. Fisher
5. British nobleman	J. Knight
6. Sewing machine attachment	Geo. Feller
7. A hutch	A. H. Warren
8. Edible leguminous seed	L. P. Bean
9. Penetrate	W. R. Pierce
10. Liquor made from pears	W. P. Perry
11. Deducts	C. W. Bates
12. A prison	H. W. Bailey
13. At a great distance	H. M. Farr
14. New York Island	L. T. Staten
15. Old English pageant dance	M. E. Morris
16. Carrier	H. S. Porter
17. One who saws wood	H. A. Sawyer
18. Natural land elevation	R. B. Hill
19. A forger	R. R. Smith
20. A color	Mrs. K. M. Brown
21. Another color	R. W. White
22. Seller of wearing apparel	A. T. Clothier
23. Maker of wearing apparel	H. O. Taylor
24. Prohibition emblem	G. H. Campbell
25. Founder of religious sect	G. H. Campbell
26. Citadel	E. A. Tower
27. To shrink from	Mrs. Fern Funk
28. Variety of peach	C. H. Freestone
29. Like sheep's fur	G. H. Woolley
30. Protects	C. G. Shields
31. Forest	D. J. Woods
32. A kind of tenon	C. H. Lewis
33. Inhabitant of Northwestern Europe	J. I. Finn
34. Petty naval officer	Mrs. Eva Yeoman
35. Stitch in crocheting	E. E. Loop
36. Dispose in due order	Miss Georgia Marshall
37. A human being	P. V. Mann
38. Those living nearby	W. H. Neighbors
39. Common kind of moth	J. H. Miller
40. Den	J. B. Lair
41. Intends	C. V. Means
42. Candies	E. Sweets
43. Part of fishing tackle	W. E. Snell
44. Article of clothing	T. Y. Dickey
45. Agony	C. F. Paine
46. English city	T. Birmingham
47. Provincial British Premier (deceased)	J. Rhodes
48. Pit	W. Hole
49. California county	W. Kern
50. Limpid	Grant Clear

Appointments

Miss Quigley has been appointed Secretary to the President, Mr. G. J. Kuhrts, with Miss Phelps as assistant.

Wrinkles and Dust

Wives—thousands of them worry about their husbands. They often wonder why they "don't get anywhere" with their jobs.

The wrinkled condition of a man's clothes doesn't give him a chance. This is true in any business and street railroading is no exception. If the boss looks at a man's clothes and finds them untidy he figures that that man's work will be just as careless as are his wrinkled clothes.

A clean shirt and collar—a well-pressed suit—polished shoes—a clean cap—these things stand out on a man who cares about his job.

And it costs so little. Check up on yourself and see if you are not due in the Uniform Department.

New Crossing

An innovation in engineering has been established with the installation of the new four unit crossing at 5th and Broadway Streets, which installation has just been completed.

This type of crossing consists of a cast center of silica manganese, open hearth, with 132 pound rail welded into the center castings by thermit weld process. This is the latest product of the Bethlehem Steel Corporation.

Struck By Automobile

We were sorry to learn of the serious accident which happened to little Richard Dye, seven year old son of Leland Dye, of the Engineering Department. While crossing the street Saturday, March 2nd, Richard was struck by an automobile and suffered a badly fractured skull. However, encouraging reports from the California Hospital state that he is improving rapidly, although not entirely out of danger.

Wedded Sixty-Three Years

In these days of trial marriages and innumerable divorces, it is refreshing to learn of a couple who have stuck to the helm of their marital bark for over three score years, and have weathered the storms of adversity, smilingly.

Such is the case with Mr. and Mrs. C. W. Pelsue, parents of Dispatcher C. E. Pelsue, who celebrated their sixty-third wedding anniversary on February 21st, last.

Mr. Pelsue was born in Redland County, Vermont, on August 8th, 1842. When a boy his family moved to Centralia, Missouri, where he spent most of his younger years. He saw service with the 9th Missouri Cavalry during the Civil War under Generals Scofield and Pleasanton and had many encounters with "bushwackers." He is a member of Stanton Post, G. A. R. of this city, and was made a Master Mason in Centralia over fifty years ago.

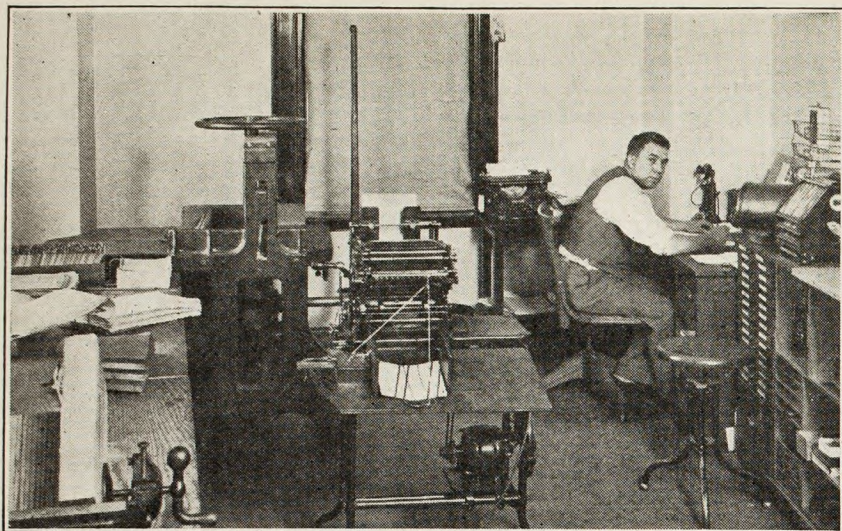


Mr. and Mrs. Pelsue were married on February 21st, 1866, in a little country church near Centralia, one year after Mr. Pelsue had received his discharge from the Army. Mrs. Pelsue hails from New York State and is two months younger than her husband.

Mr. Pelsue attributes his healthy condition to moderation in all things. He has never used tobacco in any form.

Many will recognize the center figure—C. E. Pelsue, who has been on the dispatcher's board for the past seventeen years. Mr. Pelsue started with the Company in 1910 as a motorman, and two years later was appointed dispatcher, which position he still holds.

"Cheerfulness is a pole that enables you to vault many a hurdle in life."



N. H. Greenwood, Stationer, and a corner of his printing room.

An important unit in the railway organization is the Stationery Store which is a part of the General Stores system.

In this store a close watch is kept of the many items of stock in an effort to always have on hand a supply sufficient to meet the daily requirements. From this stock each month is replenished the small stocks of each Division, the Garage, the South Park Shops, the South Park Store, Vernon Yard, the Transfer Bureau and the Employment Office. Thus the stock is moving practically all of the time.

The duties of the Stationer are varied and include checking and ordering stock and placing it on the shelves when received; issuing stock four hours each day over the counter for the requirements of the General Offices; shipping each month to the departments mentioned above; ordering and in some cases delivering material not common to stock; and tracing material when same has not been delivered in due time. Invoices covering all material ordered by the Stationer are passed by him and charged to the proper accounts.

In addition the Stationer operates a multigraph printing machine and all schedules, many of our stock forms and some special forms are printed here.

The Stationery Store Room is equipped with all steel shelving and lockers. On the shelves, which were constructed to meet requirements, the forms are placed in numerical order, and separated by letters into departments; as for instance: Form 17-A is used by the Auditing Department and is placed on a rack containing only

"A" forms.

In the lockers are office supplies from pins to paper punches and from ink to indexes—in short nearly everything used by the offices is carried in stock and if not it can be procured in a short time.

Paper is carried in standard mill sizes and cut to the various sizes needed by the user. The same method is used with paper and blotters.

The aims and purposes of the Stationery Store are the same as all other stores—to have what you want when you want it, and an honest effort is made at all times to accomplish just that.

Bill Snyder in Wrecking Business

W. H. Snyder, Chief Supervisor, has always been a welcome visitor at Division Five and has smoked their best cigars on many occasions, but alas and alack, things are different now and out at the Seagull's Roost they are all broken up about his last visit. If you will only take a look at the accompanying photograph you will notice that even the incinerator is very much broken up about his visit—in fact "it faw down and go boom."

When he went down to Division Five on February 15th, last, to hear the interesting lectures by John Collins and Inspector Rice, he appeared normal in every respect. However, after the meeting, Bill, with his mind fully occupied with the merits of fire and accident prevention, backed his automobile all the way across the yard and singled out the only object that could not possibly get out of his way—the incin-

Square and Compass Has Busy Month

Before an audience of over three hundred people members of the Square and Compass Club and their families, the kiddies from Ethel Meglin's School of Dancing entertained at the regular meeting of the Club, held in the Masonic Temple at Pico and Figueroa Streets, Saturday, February 16th, with their songs and dances. The famous "Ham and Egg" tumbling act went over big and the whole show was voted a huge success. Refreshments were enjoyed after the show.

Degree Team Busy

February turned out to be a very busy month for the Degree Team. On February 18th, the Club members participated in conferring the degree of Master Mason on Supervisor F. R. Baldwin in Palestine Lodge; R. J. Crothers and W. D. Billips, both of Division Two in South Park Lodge on February 25th, and Ted Meyers of the Auditing Department in Henry S. Orme Lodge on February 28th.

Large attendance of members was noticeable on all occasions, particularly at Henry S. Orme Lodge on February 28th.

Division Assignments

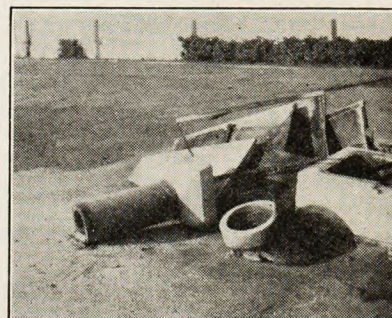
The following men were assigned to Division Two during the month of February: Conductor E. E. Riley, Motormen C. W. Schwartz, D. Hudson and A. C. Campbell.

Now Purchasing Agent

Mr. Ben Schupp now bears the title of Purchasing Agent, which became effective on February 1st.

erator—and he performed a wonderful wrecking job.

Superintendent Dye is arranging to have an escort for Bill on all future visits. If this cannot be arranged sat-



isfactorily, it is suggested that wheels be placed on the incinerator so that it can be conveniently pushed out of the way to allow room for their distinguished guest to back his car.

Schedule Maker In Actor Roll

"O wot a lovely war" sings R. W. White of the Schedule Department in his comic presentation of a war-weary soldier in France who is tired of the rations of hard tack and beans.

He has made several appearances before local fraternal organizations and his most recent appearance was before a large audience at Henry S. Orme Lodge on February 28th.

This young fellow has proven that he can act in addition to pounding out street car schedules on the typewriter.

White hails from "dear ole Lunnon" and migrated to Canada in 1908. Soon after the World War broke out, he

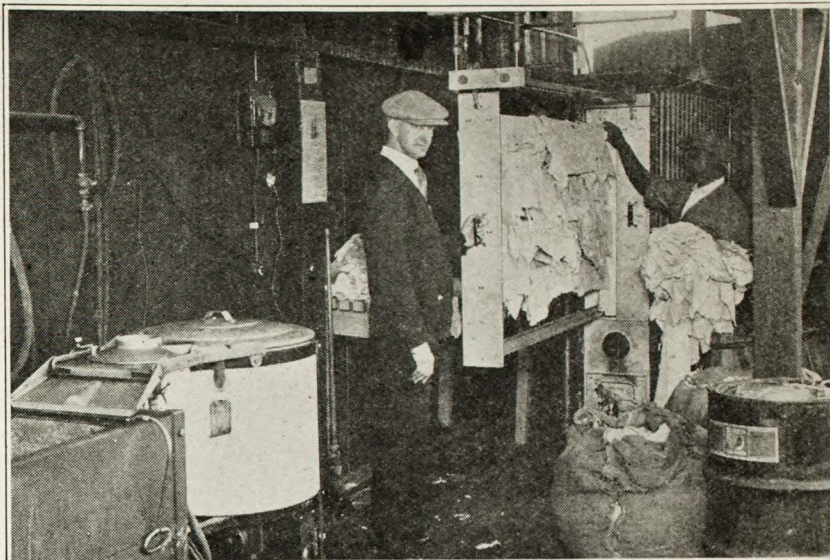


R. W. White

joined the Canadian Expeditionary Forces and served three years overseas. In the big drive at Ypres his company was sent to reinforce the 48th Canadian Highlanders. He got in the way of a piece of shrapnel and had to be sent back to Canada. While in the hospital at Edmonton, White busied himself studying stenography, but in 1922 after reading so much about the bathing beauties in Southern California he came to Los Angeles but his family soon followed him. On April 4, 1923, after several unsuccessful attempts to break into the movies, he decided to try the street car game as a conductor at Division One, and in June, 1924, he was transferred to the Schedule Department as typist on the familiar blue print schedules.

Although he looks like the combination of a shell-shocked and half-shot individual in the picture, he is really quite normal, as he tells us he will soon become a naturalized citizen of Uncle Sam.

Rag Laundry of South Park



Ben Bradfield, General Foreman of Stores, South Park Shops, demonstrates how the rack pulls out while Walter Dennis hangs a few more rags.

The lowly cleaning rag is now a highly important factor at South Park Shops with the installation of the new Rag Laundry to rejuvenate soiled rags of the car houses, Shops and Garage.

The rag problem has been the source of grave consideration for some time in the past by the Store Department. To minimize the expense entailed, a rag laundry was introduced for experimental purposes, and up to the present time this experiment is proving successful.

From figures available for the month of January, 2,250 pounds of rags went through the laundry in twenty-three working days, or approximately one hundred pounds a day, at a total operating cost of five and one-half cents a pound, which figure is computed to be a saving of fifty per cent. January was the second month of operation.

The present daily rate of one hundred pounds of rags which go through the laundry will soon be increased to approximately one hundred and seventy-five pounds, with the installation of the additional dryer which has just been placed in service.

At the left corner of the picture you catch a glimpse of one of the solution tanks in which the soiled rags are immersed over night. This solution is kept at a boiling point during the day. The following morning a portion of the rags is conveyed to the washing machine and washed for approximately twenty minutes, according to the condition of the rags. There is a weaker chemical solution in the washer which greatly adds to the texture and life of the rags.

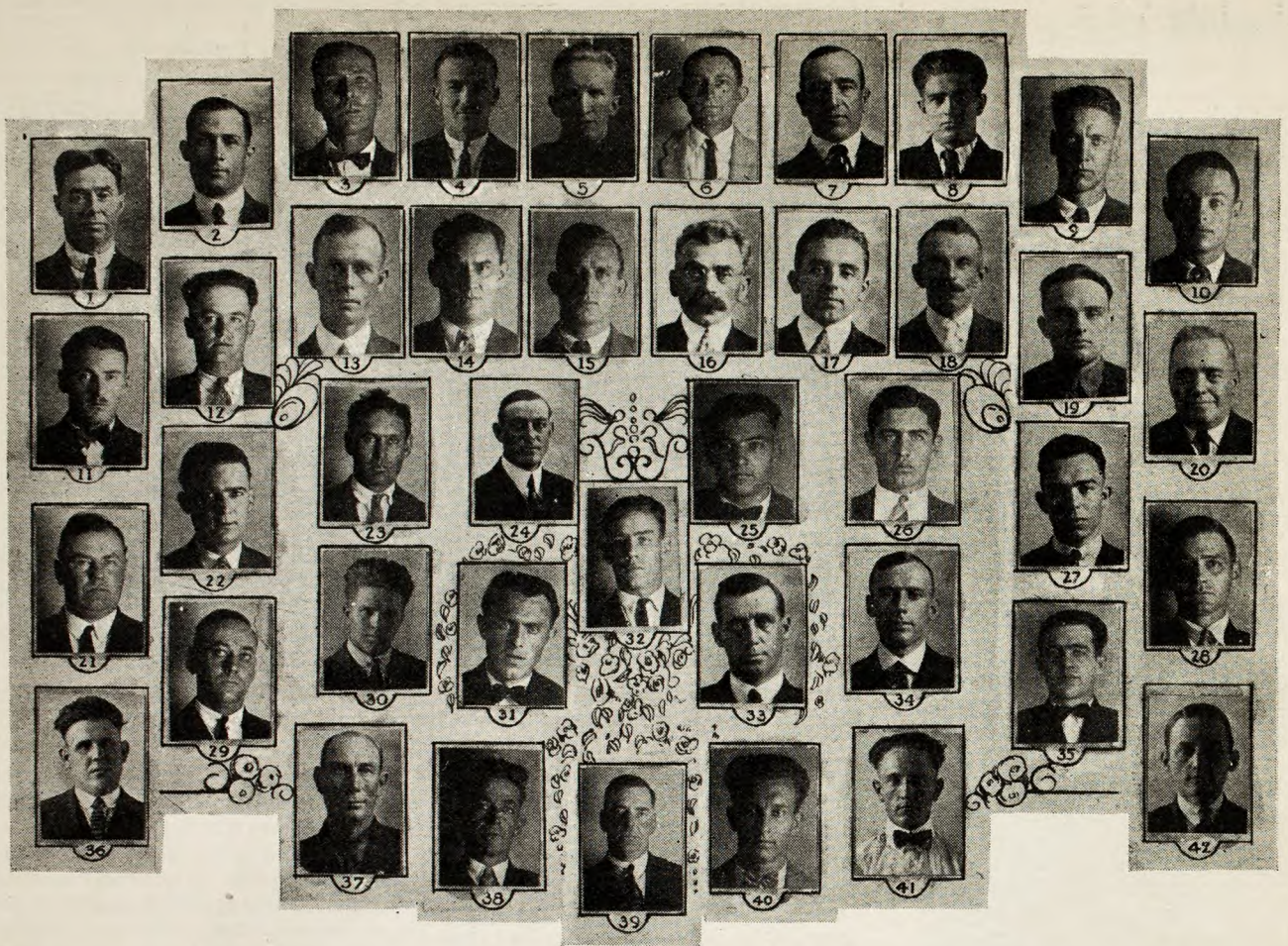
From here the rags are placed in the extractor and left for approximately eight minutes, then they are immersed in water, to be again placed in the extractor so that all water is thoroughly extracted. From here they are taken to the dryer and hung on racks. The dryer is gas heated and it requires about fifteen minutes to thoroughly dry the rags.

Rags that have been used on controllers usually contain a combination of vaseline, graphite and particles of copper. These rags cannot be satisfactorily washed.

At the present time rags imported from Japan are used but experiments are being made with domestic rags.



Little Juanita May, one year old daughter of Jack Savage of the Garage.



BENEFICIALS

For (1) Motorman M. E. Shanahan of Division Five from Chas. A. Butler who cites the following incident. Two youngsters were playing and made a dash for the tracks. Conductor Shanahan, without any alarm to the passengers, put on his brakes and came almost to a standstill, whereupon the children stopped. "This was all done so smoothly; the action in taking no risk whatsoever; the attention to his business; and his watchfulness and interest all were most commendable."

For (2) Conductor F. Baglieri of Division Five from Mrs. Lena Bonnar for his kindness and courtesy in giving her correct directions.

For (3) Conductor P. E. Atchison of Division Three from Ernest A. Raynor who commends him for his thoughtfulness and consideration to all passengers.

For (4) Conductor R. G. Monahan of Division Three from Mrs. Fern Funk for his universal courtesy and kindness in advising her when street was reached.

For (5) Conductor E. C. Croughan of Division Three from Mrs. C. B. Sco-

vill for being cheerful, polite and obliging.

For (6) Conductor A. L. Morris of Division Three from Mrs. Edward Marden who is grateful to him for the kindness shown her.

For (7) Conductor E. L. Jandro of Division Three for his courtesy to elderly people.

For (8) Conductor I. J. Kramer of Division Three from Albert Merkel for his extreme thoughtfulness in keeping an eye on the patrons that ride the Owl cars, and seeing that they get off at their streets.

For (9) Conductor F. D. Millican of Division Three from J. H. Headley who highly commends him for his courtesy, cheerfulness and thoughtful attention to all patrons.

For (10) Conductor R. L. Stringer of Division One from Riley Shrum, M. D., for his courteous manner.

For (11) Conductor J. D. O'Connell of Division Two from Mrs. Dora G. Govenins for calling all streets plainly and clearly and answering all questions with a smile.

For (12) Motorman R. D. Murphy of Division Two from Mrs. Emilia Daroux who writes: "I was pleased by Motorman Murphy for his carefulness and courteous manner in helping an elderly lady alight from the car on a rainy night."

For (13) Conductor C. F. Rogers of Division One from Mrs. W. J. Chapman for being helpful and courteous in assisting her to board the car when she had two babies with her.

For (14) Conductor H. Bruggerman of Division Two from Mrs. M. E. Johnson in appreciation of his kind attention and carefulness of her, as she is an elderly lady of over eighty years.

For (15) Conductor T. E. Johnson of Division Two and (28) Conductor C. M. Pettus of Division Three for their kindness and helpfulness to all passengers, from Mrs. Van Vleet who also commends (36) Motorman L. E. Sausser of Division Two for his presence of mind in preventing a young lady from being struck by an auto.

For (16) Conductor P. L. Laurene of Division Five from Mrs. R. W. Reimer who expresses her appreciation of his

courtesy in accepting her transfer which had been incorrectly punched.

For (17) Conductor H. E. Schultz of Division Two from Mr. W. M. Jenkins for his courteous manner.

For (18) Conductor A. Auger of Division Three from B. Gundelfinger who states: "I have traveled on street cars all over the country, from New York to California, and I must say, in all my travels I never met a finer or more polite conductor than I did today."

For (19) Conductor L. H. Wilson of Division Three from Miss L. Cressy for his kindness in giving up his stool and helping an old lady off the car and over to the curb.

For (20) Conductor A. E. Fontaine of Division One from G. W. Elias for his courtesy in lending him a token when he discovered he only had a \$20 bill with him.

For (21) Motorman A. B. Stewart of Division One, who is commended by Alfred H. Lacy for his thoughtfulness in enforcing the smoking rule.

For (22) Motorman G. McCallum of Division Three from Dr. E. B. Lewis who states that his quickness averted an accident and states in part: "A careless man, after the signal was given for the car to go, rushed directly to the moving car, and, but for the vigilance of Motorman McCallum there would have been an accident."

For (23) Conductor J. M. Crane of Division Five from Alfred Tapp for his unflinching courtesy and honesty.

For (24) Conductor M. S. Harrington of Division Three from Mrs. C. B. Scovill who says: "I have never seen him other than quiet, polite and poised."

For (25) Operator R. C. Gillman of the Motor Coach Division from Mrs. Samuel Rosenberg for his courteous manner to bus patrons. Mrs. Rosenberg travels a good deal with her aged mother and states that Operator Gillman is always courteous and considerate.

For (26) Conductor C. J. Shelby of Division Three from Mr. B. A. Ferris who states that his quick action prevented some gentleman from falling, when he tried to board the car when in motion.

For (27) Conductor C. J. Knittle of Division Four from Nurse Miriam Jean Rollins for his universal courtesy and thoughtfulness to all passengers.

For (29) Motorman W. O. Fowler of Division Five from G. H. Corwin for waiting for him to make the car and thereby avoid a wait in the rain.

For (30) Conductor C. S. Grigory of Division Two from Arline Redmond for politeness in answering questions and courtesy in directing passengers to their destinations.

For (31) Motorman N. McRitchie and (32) Conductor T. S. McCleave both of Division Two and is from Miss Ellison Nicholson who states that while waiting for her car she witnessed a most praiseworthy act, and then cites the following incident: "Motorman McRitchie in passing, saw a small boy with his head under the culvert—in the water. He stopped the car, and Conductor McCleave ran back and pulled the boy out. Had they not done this, it is quite likely the child would have been drowned, as he had lost some toy and was trying to recover it."

For (33) Motorman J. B. Selby of Division Four from Emilie Thomas Hogue for the careful and competent manner in which he manipulates his car.

For (34) Conductor J. C. McQuoid of Division Four from Olive M. Waller for the courteous and efficient service given to all passengers.

For (35) Conductor C. Klersey of Division Four who is highly commended by J. N. Heatherington for his kindness in assisting a blind man off the car and safely escorting him to the curb.

For (37) Motorman J. N. Smith of Division One from L. Miller in appreciation of his careful manipulation of his car. Miss Miller also commends (39) Motorman A. H. Middleton of Division One for a kind deed and his universal courtesy and consideration.

For (38) Motorman S. L. Wickham and (40) Conductor J. J. Bruno both of Division Two from Joe Chapman who highly commends them for their kindness in helping a blind old gentleman on and off the car, nightly.

For (41) Switchman Walter Flower of Division One from Mrs. John N. Shinn for his unusually kind attention and consideration in attempting to help her recover her lost purse and lending her fare to get home.

For (42) Conductor H. H. Wulf of Division One from Mrs. Edith Sollet for his courtesy and politeness.

Wilshire Extension

Effective March 11th, service will be provided by the Wilshire Motor Coach Line to the new University of California at Westwood.

The route is from Wilshire and Santa Monica Boulevards via Wilshire, Warner Avenue and its extension Hilgard Avenue, then University Drive to entrance of University, returning via University Drive, Strathmore Drive, Warner Avenue and Wilshire.

Fall In

Uncle Sam has sounded his annual call for the Citizens' Military Training Camps, announcing opportunity for a month of healthful, interesting camp life without a dollar's expense to young Americans between the ages of 17 and 24 years, of good character and sound physique.

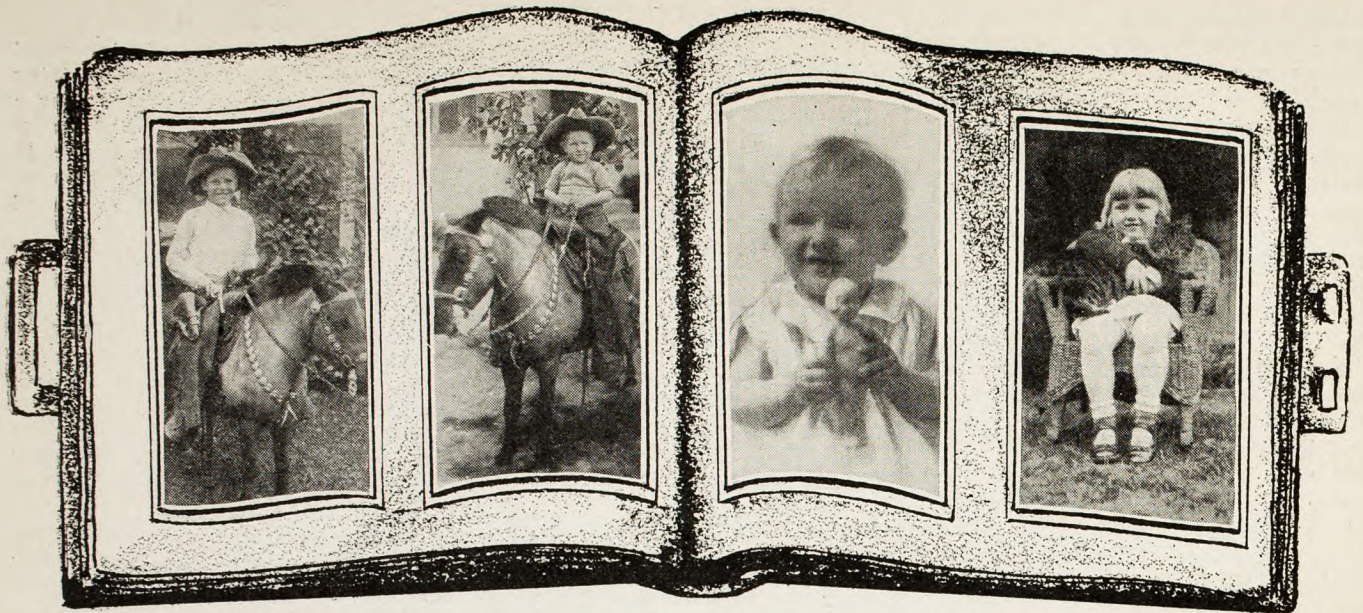
Uncle Sam meets all necessary expenses. Wholesome food, uniforms, army cots and blankets, athletic equipment, laundry service and medical attention—everything that is normally used in camp is furnished without cost. Before leaving home a railroad ticket to camp is given each student and his meals on the road are paid for. The same provisions are made for the return trip.

Hiking, shooting, citizenship studies, swimming, boxing, baseball and many other forms of athletics fill the thirty days at camp. Regular army officers and experts from civil life who hold Reserve commissions are assigned the duties of coaches and instructors. Write to any Army Post, Army Recruiting Office, or to the Adjutant General of the Army, Washington, D. C., and particulars will be furnished.



Allan, three, and Dorothy, two and a half years, are the grandchildren of Conductor S. E. Edwards of Division One. Granddad believes the world is somewhat brighter with these two little ones in it and we wouldn't doubt his word for one minute.

The young fellow "ridin' 'em cowboy" is Carl Ream, ten year old son of Conductor C. R. Ream of Division Two.



Left to right: Cecil, age 13 years, and Bobby, age 5 years, sons of R. W. White of the Schedule Department; Baby Marie, 14 months old daughter of Conductor C. K. Stahl of Division Five and Vern Johns, age 4 years, daughter of Conductor James Johns of Division Two.

An Artist in Distress

Wafting zephyrs are known to have their playful moods at the most unexpected moment, as was experienced by George Campbell, Chief Draftsman of the Engineering Department, on a recent visit to the Palm Springs ranch of J. R. Brittain, Mechanical Engineer of the Shops.

George, with his easel, canvasses



and paints, was busily engaged in painting the beauties of the desert, when suddenly a playful gust of wind took his canvass for a ride across arid spaces, only to be marred in its travels by a house which put the finishing touches to the work of art, not altogether to the liking of George's artistic fancy.

Do not be disturbed about saving your soul—it will be saved if you make it worth saving.

William F. Beery.

Spring Training

Baseball is on the lips of all our Shop athletes and any noon hour will find a dozen or more ambitious huskies out massaging the horsehide in what they call spring training.

The Vernon Yard Field is being put into shape and according to O. P. Armstrong, Captain, the team is out to do itself proud. Any pitchers, catchers, infielders or outfielders who are with the Los Angeles Railway are eligible to make the team, as it is realized that reserves will be needed from time to time.

Switchman J. E. "Tex" Bourland of Division Two is Manager and Jack Bailey of South Park Shops is Secretary-Treasurer.

The boys wish to express their appreciation for the hearty cooperation they are receiving and hope that many will be able to attend the games. They are at present training out at Vernon Yard every Saturday afternoon.

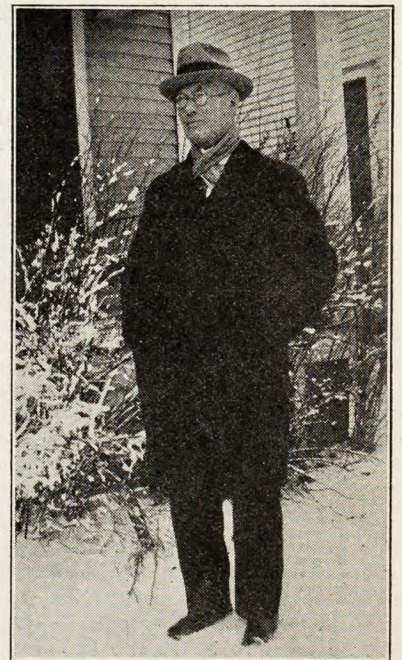
Scribe Once More

If any of you fellows see Conductor Clarence J. Knittle of Division Four perambulating around and perchance have some news on your minds—let him know about it.

Clarence is once again back as Scribe for Division Four, and is heading the column for this issue, which is the first time in several months.

He states he believes it far better to break into print by writing copy than by getting bumped with automobiles. He is after all the news he can get and the bigger the variety, the better. Give him an even break, boys, he can do the stuff.

Glad He's Back



T. E. Shanafelt, Conductor of Division Three, wanted some snow for a change, so he visited relatives in Oklahoma and Kansas over the Christmas holidays in a family reunion. He reports a wonderful time but he "faw down" on the ice and says that after all Los Angeles looks good to him. He just recently returned from leave, and brought some pictures with him to show his friends how he looks in winter's garb.



Mary Kraft's



A Scot and his wife went into a restaurant and ordered one sandwich and two plates, cutting the sandwich in half as it was served. He was chewing away ravenously, while his wife looked on, which led the waiter to ask: "Is there something wrong with the sandwich, madam?"

"Na," she no'ed, "but Sandy is using the teeth."

Colored laborer: "Boss, will you give me twenty-five cents' advance on my time? Our deacon is gwine away, and we wants to give him a little momentum."

Judge O'Flaherty: "Haven't you been before me before?"

Prisoner: "No, y'r honor; Oi never saw but wan face that looked loike yours, an' that was a picture of an Irish King."

Judge O'Flaherty: "Discharged. Call th' nixt case."

"Mamma, if you had met Colonel Lindberg before you met pop, would you have married him instead?"

"Why no, dear, of course not."

"My golly, you're dumb, ma!"

"Johnny," said the teacher, "what is it that lives near the poles? It is white and its name begins with a 'B'."

Johnny: "Oh, yes, I know, teacher—Commander Byrd."

Tourist: "What's the matter, my man? You look dejected."

Georgia Cracker: "Times is terrible. I'd spent two years learning to read and now comes these talking pictures and it ain't necessary."

Dear Old Soul (visiting her very sick brother): "I've a very nice letter from Emily. She says she's so sorry she ain't able to come and see you, but she hopes to be able to come to the funeral."

"Well, yer worship, it was like this," said the man charged with disturbing the peace. "Me an' the wife gets into an argument over the washing money. She called me a lazy loafer and hits me over the head with a kettle. Then I knocked her down an' she comes up again and knocks me down and kicks me in the neck." "I see," said the magistrate; "and what next?" "Then we gets mad an' starts to fight."

Irate Pater: What do you mean by coming home at five a. m.?

Indignant Daughter: For cryin' out loud, Pop! I have to patronize the old roost some time, don't I?

Scientists say plants make love like human beings, but somehow we can't imagine the poison ivy talking baby talk.

Girls when they went out to swim
Once dressed like Mother Hubbard:
Now they have a bolder whim;
They dress more like her cupboard.

Two knights of the road were walking along the railroad tracks and found a bottle of white mule. One took a drink and passed it to the other, and so forth until the bottle was empty.

After a while one puffed out his chest and said, "You know, Bill, tomorrow I'm going to buy this railroad. I'm going to buy all the railroads in the country, all the automobiles, all the steamships—everything. What do you think of that?"

Bill looked at his companion disparagingly and replied, "Impossible, can't do it."

"Why not?"
"I won't sell!"

Mother: "Jimmy, did you get that loaf of bread I sent you for?"

Jimmy: "No. The store was closed."

Mother: "What, closed at this hour of the day?"

Jimmy: "Sure. There was a sign on the door that said, 'Home Baking.'"

Oh, Look Who's Here!—It was the evening after the night before.

"How did you find yourself this morning?" asked one wan participator of another.

"Easily," was the reply, "I just looked under the table and there I was."

Disgusted wife: "Say, yo' niggah, eber since ah married yo' yo's done nuffin' 'cept sit 'roun' de house. Don' yo' eber feel enny ambishun?"

Lazy husband: "Ah feels ambishun w'en ah's sittin' 'roun' heah, honey, but jes's soon's ah staht to wo'k ah gits discouraged."

WHEN ASKED A QUESTION
BY ONE PASSENGER
HE LOOKS LIKE THIS



BUT
WHEN ANOTHER
PASSENGER GETS
ON, AND -- OH --
WELL, IT MUST
BE DIFFERENT!

Police Court: What have you to say to this charge of assault?

Defendant: He called me an ass.

P. C.: Ah! and naturally you kicked.

Mrs. Brown: "So your husband was lost at sea?"

Mrs. Jones: "Yes, a bathing beauty got him."

Ginsberg: "Mistah Ottist, I vant you should make me a doughnut sign."

Painter: "Certainly, Mr. Ginsberg, but I thought that you were a butcher, not a baker."

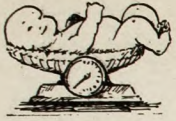
Ginsberg: "Sure, I am a butcher; I vant it a sign: 'Doughnut Hendel de Feesh'."

Two young bond salesmen were conversing—one was stressing the necessity of department in business, and after a rather lengthy discourse ended with, "Well, where is your ethics?" The other looked up in astonishment, "Why, didn't you know I traded it in for a Chrysler?"

"Did you say your husband has been deceiving you dear?"

"Yes, the brute! He has been walking to the office and spending the bus fare I gave him every morning."

Sign in music store:
"Kiss the Girl You Love" and many others just as good.



Births

The Stork flies East,
The Stork flies West,
The next few lines
Will tell the rest.

The stork has been very busy since the last issue delivering little packages to Division Two. On one of his flying trips last month he left Neva Delores at the home of Conductor J. E. Deane. Mother and little Neva are both getting along fine.

Arline Joyce, a little nine pound girl, put in her appearance at the home of Conductor L. J. Tucker on the seventeenth of February. Mother and daughter are doing fine and L. J. is some proud papa.

Another Conductor who is walking on air is C. P. Moran, Charles John weighing eight pounds arrived at C. P.'s home on the tenth.

Conductor A. B. Dial reports the arrival of an eight pound boy on the twentieth. Mother and heir doing fine from latest reports.

A sweet bundle, in the form of an eight pound baby girl, arrived at the home of Mr. and Mrs. H. E. Catton. If that proud possession doesn't make Operator Catton, of the Motor Coach Division, step around, nothing will. We all smile with him.

By the way, in the last issue we omitted to announce that R. U. Patterson of Division Four had entered the enviable state of fatherhood on January fifth. Yes sir, it's a boy. His name is Ralph William.

For Sale

1924 Harley-Davidson Motorcycle. First class condition, good rubber, price \$50. See Conductor I. J. Kramer, Division Three.

1923 Studebaker Big Six, newly painted, two new tires, brakes recently relined. Call Capitol 5604, evenings. Motorman E. B. Hughes, Division Three.

Electric Heater, in good condition. Cost \$10, will sell for \$4. C. M. Selman, Division One, or 1152 Camulos Street.

Browning-Drake Radio, four tubes. Complete with one 13 plate wet "A" battery and Owenshire Symphony Speaker with Rola unit. Speaker alone cost \$50 new, and is in perfect condition. All for \$25. H. N. Cole, Division One, or 681 East 54th Street.

Cabin Site, at Smiley Park, San Bernardino Mountains. \$75. J. Carmichael, Division Two, nights.

1922 Studebaker Coupe, in good running condition, good tires, stop light and several extras. F. A. Nordyke, 2923 West Avenue 37.

Appreciation

We desire to express our deep appreciation and thanks for the beautiful floral offerings and words of sympathy in our recent bereavement, the death of our father.

Mrs. A. W. Welwood,
Mrs. J. F. Walton,
R. B. Hill.

* * * *

It is with sincere thanks, for the financial assistance given me at this time, also for the cordial way in which this business has been handled that I send this note of gratitude.

Mrs. Ethna W. Phelps.

* * * *

Your kind expression of sympathy is deeply appreciated and gratefully acknowledged.

Mrs. Maude Larson.

* * * *

We wish to acknowledge with sincere thanks the kind expression of your sympathy.

Mrs. J. Zillig and family.

* * * *

I wish to express the sincere appreciation for myself and family to the many friends of the Los Angeles Railway Company, for the beautiful floral offerings and kind sympathy expressed on the occasion of the loss of my daughter, Virginia.

G. L. Musselwhite.

Lost

\$10 reward will be paid for any information leading to the recovery of a dog, part chow, red, short hair, tail curls up over back, piece out of tip of one ear. License No. 23423. The dog is known by many trainmen at Division Three. See Motorman E. C. Helbling, Division Three.



ABOUT THIS TIME
OF THE YEAR



The Mechanical Department extend its heartiest congratulations to Carl Green, son of W. I. Green, Night Foreman of Division Two, upon his marriage to Miss Sharpe.

Operator U. V. Felts of the Motor Coach Division, took unto himself a wife, with our congratulations ringing in his ears. A short honeymoon of two days and he was back on the driver's seat, as if nothing had happened.

Mebbe So

Writing is the most underpaid profession in the world and the most imposed upon.

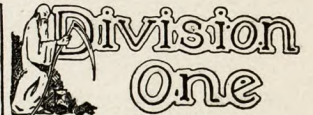
Ten thousand people write something every night for some dumbbell who doesn't like it in the morning.

Personally, I never write anything for anybody till they first write something for me.

Frank Irving Fletcher,

in the Herald-Tribune.

(Ed. Note—Possibly this is why we are not swamped with contributions for Two Bells. Our scribes have evidently read this before.)



H. N. COLE

While driving to work on that rainy Monday morning, Conductor C. W. Springstead was painfully injured, when his Nash machine skidded, and wrapped itself around a pole at Pacific Boulevard and 47th Street. The machine was a complete wreck. Springstead sustained numerous bruises and lacerations about the head and face.

Late one Saturday night the boys around the barn found a long-eared jack rabbit in the pits and an exciting chase was the result. Just who was victorious was not learned, but it is understood that Switchmen Walter Flower and Tom Doolittle were on the job and did good work.

About two weeks ago while Conductor A. G. Rex was crossing the street at Seventh and Central on his way home, an automobile knocked him down and painfully injured him. Rex was confined to his home for about ten days, but is back on the job now. He is carrying a scar on his forehead several inches long as the result.

While Conductor Sam Edwards, that outstanding figure in the checker world, is taking an extended vacation, he is still looking for more checker players to conquer. No one around the division seems

to interest him any more, so he seldom comes around.

Get witnesses.

E. R. Dewhurst, former Conductor out of this division, is now working for the Western Electric, and claims to be making good.

The boys of Division One extend their sympathy to Instructor G. L. Musselwhite in his bereavement on the passing of his daughter on February 20th.

Motorman A. E. Gardner who has been on the sick list for about six months came around last week and will soon be able to resume his duties. He is improving rapidly and is anxious to get back.

Get more witnesses.

It is reported that Motorman S. H. McGary, while not able to work, is steadily improving and hopes to be back with us at an early date.

A sprained knee is keeping Motorman H. Hansen away from his work. Here is hoping he will soon be with us again.

Motorman W. E. McCurdie says his Conductor is raring to go when it comes to pulling a switch. He even insists on pulling a switch when it needs no pulling.

Instructors Musselwhite and Snell say, "Please get more witnesses."

On account of his health, Motorman J. P. Brady is taking a leave of absence for ninety days. We hope he has a speedy recovery.

Motorman C. Culver also is taking a ninety day leave to recuperate.

Motorman Bill Lambertson of the Register and Mail car is on the sick list and Motorman-Line Instructor M. D. Anschutz is pinch hitting for him.

Motorman G. H. Buttner is incapacitated for a few days on account of a bad eye.

It is reported that Motorman W. E. McCurdie who has been on the sick list for several days, is improving and hopes to be out again soon.

We regret to report Motorman Harry Lozier on the sick list, and hope he will be able to report for duty at an early date.

Motorman J. F. McCormick is confined to his home on account of illness. Here's hoping he will soon be back with us.

Motorman C. W. Judd and Conductor J. H. Stanley are on the sick list. We wish them a speedy recovery.

Superintendent Williams says "YOU MUST GET MORE WITNESSES."



Division Two

H. F. NELSON

Motormen E. J. Barey, B. Rodefer, P. H. Lund and C. Hogan are again back on their runs, after spending several months laboring in the M. of W. Dept.

Motorman W. V. Holman has resigned and is now working for the Lacy Manufacturing Co. The work seems to agree with him, as he called at the Division a few days ago looking fine.

Conductor R. E. Cleland has been granted forty days in which to go to Dan-

bury, Wisconsin, to see his father, who is seriously ill.

Motorman A. Trouba took a twenty day leave to do some repair work on his home.

We extend our sympathy to Conductor H. A. Hansen whose brother passed away in Salt Lake City on the twenty-first.

Not feeling in the best of health Conductor R. L. Wolfe secured a sixty day leave and is now busy resting up and taking life easy.

Yardmaster E. R. Forsythe was called suddenly to San Francisco because of the death of his brother. The Division extends to Ed its heartfelt sympathy.

The boys have been kidding Conductor L. E. Bonnett for taking a baby's dinner. He pulled in one night from Line "O" with a bottle of nice warm milk which some mother had forgotten. When he turned it in they accused him of robbing the poor baby, and offered him the price of coffee and.

Clerk C. F. Paine gave us all the surprise of our lives when he brought in a little two and one-half year old girl with pretty blonde curls and said she was his youngest. We had all been under the impression there was nothing but a fence running around his home, and wondered how he could have kept such a secret for so long a time.

Conductors L. C. Welch and R. Wilkin are again back on the short end of a little green flag. Wilkin has been working trippers for several weeks, but L. C. has been on sick report for several months.

Motorman J. B. Engledow is back on his own run after having waved the flag for sixty days. He is looking much better and says the rest has done him worlds of good.

Motorman A. C. Baker is back to work also, after having graced the sick list for several weeks.

Motorman G. W. Farley, R. B. Davenport and J. A. Bell are still on sick list as well as Conductor O. E. Wilson who has been sick for some time.

It is with regret we hear that Motorman J. A. Godwin is back in bed and has had his leg lanced again. Here's hoping that he will be up and around soon and able to go back to work.

Conductor W. A. Henslee has had his leave extended until April first due to his father being very sick. W. A. is looking after his father's business until he is able to resume charge.

Conductor R. L. Tobin left several days ago for Phoenix, Arizona, where he will spend sixty days taking life easy and endeavoring to regain his health.

Conductor P. H. Chapman feeling slightly under the weather took ninety days and started out for Colorado in search of health.

Not having seen the folks for several months Conductor S. B. Warren was granted ninety days in which to give Omaha the once over. Here's hoping he has a good time.

Motormen C. W. Hartt, O. H. Patterson and E. C. Miller have resigned to take up other lines of work. Conductors J. L. Brown and J. L. Larkin have also resigned.

Motorman J. P. Loving is again back on the job after several weeks rest.



Division Three

L. VOLNER

The balm of Spring is in the air,

We shed our Winter underwear,
And put on Summer gauze.

Then comes a freezing spell that stays,
A week before it thaws.

It won't be long now until the open season for vacations begin. On account of the Shrine Conclave the first week in June, and the Elks Convention the first week in July, those who desire vacations of any duration must take them before, or after, these gatherings.

Conductor Clyde C. Coates is on the cars again, smile and all, after a week on the sick list.

The recent cold spell was the cause of many blue noses and cold feet; especially among those who were working night runs.

A passenger asked Conductor E. R. Foley the time of day. Foley reached for his watch but found only a piece of the chain. Someone had cut the chain and lifted his watch. Mr. Foley regretted losing the watch, as it was a present from friends when he was in the army.

Motorman W. H. Livesay spent a week at home doing odd jobs.

The three meetings held on the 13th of January were well attended and all seemed to enjoy the splendid talks made by Supervisor of Safety, J. C. Collins, and Inspector Rice of the Fire Department.

Conductor O. J. Allen made a flying trip to the northern part of California, the latter part of the month, to accompany his wife back to Los Angeles. Allen reports lots of snow and many narrow escapes while on this trip.

Conductor D. D. Briggs writes from Senora, California, that he is fast regaining his health and expects to return to service in a short time.

Conductor T. E. Shanafelt has returned from a visit to relatives and friends in Oklahoma and Missouri. Mr. Shanafelt says he found some miserable weather and did most of his visiting sitting around the fire.

The old car mark-up board has been replaced by a new one, which is sure a dandy. The board was made at the Company shops.

The following men will represent Division Three in the Pinochle Tournament: D. H. Young, J. E. Kirk, Frank Cimmino, W. F. Swan. These men were chosen by ballot, and let's all "pull" for them, that Division Three may win the series.



Division Four

C. J. KNITTLE

Hello, gang! "Ye Scribe" is back on the job with the division news. Considering the number of days in February it

was a rather eventful month for Division Four. "Billy," the Editor, says, "Be thorough and make it snappy." So here you go, blow by blow.

Stenographer E. E. Johnson informs us his best valentine arrived from his home town, Elgin, Illinois, the 13th, and was none other than his dear old mother. We're happy for you, Johnnie.

The safety meetings on February 14th in which Johnnie Collins and Inspector B. E. Rice of the fire department presided were well attended and apparently much enjoyed by all. The feature of the addresses was Mr. Collins' summary of the letters "F", "T", "R" and "E" which formed a fitting climax to his little talk and a clever prelude to Mr. Rice's talk on fire prevention.

Motorman Frank Hommel took a ten day leave recently to rest up.

The past two months were unlucky ones for Conductor A. A. Bowlin. On January 23rd, he left for his home in Oklahoma where his father was seriously ill, but found on his arrival, that his dad had passed away. Bowlin decided to stay a few weeks, but his visit was suddenly ended, when he received word that Mrs. Bowlin had undergone an operation.

Motorman A. F. Kiefer sold his Jewett Coach a few weeks ago, and for reasons unknown, invested all (or part) of the profit in a battery. The dealer threw in an old Hudson.

R. U. Patterson is taking a thirty day rest.

Safety Operator S. W. Farrow has been granted a sixty day leave to make a business trip to Dallas, Texas.

Heard in the transmens' room:

Motorman—"How old is your wife?"

Conductor—"She's 27. She was born in 1891."

Motorman—"She's more than 27 if she was born in 1891."

Conductor—"Don't be foolish. The year a woman was born has nothing to do with her age."

The interior of this Division received a good coat of paint during the past month. (Nuf sed).

The general choice of runs on February 19th, was an exceptionally fast event, due to the fact none of the lines had new schedules.

Looking 'em over at the other divisions:

A Division One conductor on the "J" Line sold seventeen rolls of tokens last Monday, February 25th.

A Division Two conductor buying a roll of tokens from the division clerk thought he was entitled to the amount of refund checks they called for. The clerk told him he was not allowed to issue checks that way. "Then keep your tokens," replied the con, "I'll buy mine in an Owl Drug Store."

Conductor J. L. Stevens of Division Four changed places with Conductor F. M. Boyd of Division Five.

Our stenographer (I think her name is Esther Pearce) had an accident (I'm quite sure it happened last Friday) with her auto (I believe she drives a Pierce Arrow). The only thing I'm sure of is, I'm too bashful for this job—sometimes.



Division Five

FRED MASON

Motorman A. J. Spohn, who is on indefinite sick leave, writes from Redding, California, saying that his health has improved a great deal and hopes to be back on the job again soon. He sends his kindest regards to all the boys.

Ex-conductor L. C. James, who resigned some time ago to go back east, dropped us a line recently. He is at Cheyenne, Wyoming, and figures on coming back to Los Angeles in the near future and being one of the boys again.

Conductor A. McCurry is off for ninety days and is vacationing at Leemore, Kings County.

There is only one place in the world for Conductor Roy Meggison and that is Hobo Hot Springs, Kern County. He came back from that place last year with some of the best hunting stories you ever heard, with an elephant and a lion thrown in here and there, and deer galore. Roy is taking another thirty days on the 11th of this month, and will come back and tell us about the things he forgot last year. Just recently he and his wife took a week end trip there, and on the way back they ran into a very violent sand storm crossing the desert and the top was torn off his Paige.

There's a very good story going around about Conductor Frank Baglieri and his billy goat. It appears that said goat became very mean so Frank sold it. The day before the party who bought the goat was due to come and get it, Frank was in his yard putting eggs in a crate. The goat must have gotten wise that he had been sold, and decided to take his last crack at his master. Nobody knows how far a sprint the billy goat took before he met up with the broad part of Frank's back, but when Frank came to he was at the other end of the yard with an egg crate around his neck and he represented the best "buted and egged man" you ever saw. Needless to say, Frank got very mad, so mad in fact that the next day when the man came for the goat he had to give him his money back.

If it's chickens and pigeons you want to know about, see Conductor T. J. Owsian. Te has only just started in the business but has learnt quite a lot in a very short time. Just recently one of his pigeons decided to set. In the same coop with the pigeons he had a couple of banty chickens and, much to his surprise and delight, when the eggs were hatched he found a banty chick among the new arrivals. How such a thing could happen Owsian did not know, so he phoned his father-in-law, Motorman Chris. Hoffmeister. Chris knew all about it as he was the one who slipped the banty egg under the pigeon, but it took him a couple of days to convince Owsian that that was what really happened.

Motorman Kenneth L. Mayes has just returned from a ten day vacation, during which time he motored to San Francisco in the reliable old Overland Mystery.

Conductor R. W. Dunn is back on the job again after thirty days leave of absence. The illness of his child necessitated a trip back to Fremont, Neb.

With an extension of his leave of absence up to April 8th, Motorman F. C. Milburn is spending his time in Wellton, Arizona.

The first man to take a leave of absence this year was Motorman Harry Horton. Harry is still off and is due back by the end of this month.

Yes, you had your watch inspected, but did you sign the sheet?

We regret to announce that Conductor T. A. Roy, who has been on the sick list for some time, has not improved, and it has been found necessary to take him to the Bellevue Sanitarium, at Tulare. We all hope that the change will be beneficial and wish him a speedy recovery.

Motorman-Line Instructor J. H. Gorby has resigned and is going to work in a local law office. We all wish him the best of success.



JACK BAILEY

We desire to express to our many friends our appreciation and thanks for the beautiful set of silver given to us just for going to Santa Ana in a Ford Coupe.

Mr. and Mrs. Jack Bailey.

The entire force of the Store Department regrets that Mrs. W. T. Reynolds is going to vacate her desk the first of March. Miss Florence H. Heinig is taking her place.

Carpenters J. Benko, C. A. Piper and T. J. Mize who have been on the injured and sick list returned to work Monday, February 4th.

J. M. Spearing, L. A. Johnson, A. L. Dellinger, E. Brimm and son represented the Shops at Lancaster in the big jack rabbit drive on February 22nd. The result of this hunt demonstrates once more how insidiously potent is the power of the clamorous minority. They all agreeably let Grimm drive them up in his Packard, and they were all satisfied with one rabbit.

Maurice Wassell of the Carpenter Department with his sister and Mr. and Mrs. Thomas Crawshaw Coates (Tom is with the Hon. Billy Lane's Rigging Gang) proceeded to Del Sou for a jack rabbit hunt on Washington's Birthday.

Some high-class and powerful cars have been displayed by the personnel of this terminal lately. Among the purchasers are: J. T. Watts, Foreman of the Electrical Wiring Department; C. Hatch of the Mechanical Engineering Department, and Fred Andrews of the Winding Room.

Walter Jones, of the Winding Room has been receiving congratulations upon the arrival of a nine pound baby boy on the 19th of February. The family now numbers four. Walter has two ball play-

ers to occupy his attention. Thanks for the smokes.

We are glad to welcome W. W. Travers, of the Winding Room, back on the job again. Travers has been off duty some two weeks due to the flu.

Thomas O'Connel of the Winding Room, is confined to his home on account of illness and has not returned to date.

C. E. Green, of the same department was off sick one week, returning to work the 21st.

A. Schoonover, Electrician, returned after being on the sick list some six days.

George Slepny answers on the Truck Shop sick list with the flu.

D. C. Ferris, Watchman of the East Gate, had a painful, as well as an extraordinary experience. He was hit by an auto while on his way home from work. "Doc" is a very good watchman and his job is to keep the autos off of the cars at the Shop Crossing. Now what was he thinking of that evening.

There will be no shortage of oil this year as E. Lendy, of the Truck Shop, struck oil on his place. Congratulations Mr. Lendy and we hope everything will come out "oil right."

We are indeed glad to hear that Watchman Andy Horn is on the upward road to recovery after his critical operation of some weeks ago. Andy is now home and we all wish him a speedy return to his former good health.

Vern Hathaway, Foreman of the Machine Shop, was reported slightly ill last week.

Frank Miller, of the Machine Shop, is off duty on account of bad brakes on an auto. Frank suffered slight injuries and will be back soon.

A. W. Fike, of the Machine Shop, left the service February 15th. Good luck A. W.

Introducing Thomas Fowler, new man in the Machine Shop, Charles W. Reed, transferred from the Truck Shop, and Alfonso Pico, transferred from the Track Department.

It don't cost so much to go to Tia Juana these days. The first one to take advantage of the low price of gas was E. E. Wing. Wing being the head man of the Upholstering Department took the 21st, 22nd and 23rd to make whoopee at the Border City.

It was a shock to learn of the death of William Larson, of the Winding Room. Mr. Larson's services dated back more

than thirty years with the Company. The end came February 13th. The interment was held in the Hollywood Cemetery, February 16th. The sincerest sympathy of the Shops is extended to his many friends and bereaved relatives.

Mrs. F. W. Buswell, wife of our Mill Foreman, departed on an interesting trip with her daughter, Mrs. Robert Harwood of Hollywood. They left on the 22nd of January for New Orleans and Jacksonville, their object being Miami, Florida. After a two weeks visit there they will go over to Havana for a few days before taking a trip through the Canal and will arrive back in Los Angeles on the 2nd of March. This does not mean that Fred is staying at home every night. From some reports we hear that he has been out on some wild 500 parties.

February 17th marked a most thrilling event for two boys of the Store Department. Vic Lee and Earl Scholes with their wives, all in one Ford Coupe, motored to Big Pines to play in the snow. If I could find the words to picture this quartet pushing the poor Coupe along the highway I would end by saying, "Men, never leave the wives at home." This all happened when the Coupe refused to come home.

Introducing Charles Brodby, new man in the Store Department. Mr. Brodby fills the place left vacant by H. Harmon who was transferred to the Garage.



Motor Coach Division

HARRY NORDMARK

The youthful answer to a distress signal—Operator H. C. Pierson. He loaned a young lady a nickle to help pay her fare on his coach, and judging from what she thinks of him he would enjoy having a few more letters of the same sort.

Unless more material is obtained through volunteers the Division basketball team is doomed. After a successful number of games in which the Los Angeles Gas and Foster and Kleiser were vanquished the team faces a complete reorganization. All who can are requested to play. See Foster.

An old timer whom the boys will surely miss is L. O. Hamilton who is venturing into the business world for himself. If business is poor he may be back.

Tonsils can cause one great embarrassment. So it was in the case of I. R. Perasco who had them removed. While they were healing he survived on milk, much to the amusement of his he-man brothers. The sad part of it was, he could not stand the humiliation, and attempted to eat a beefsteak. Two weeks later he returned to work.

Fortunately Operator B. Pentland considers his conductor important. A passenger rushed to the front, while on a Wilshire run, and informed him his conductor took a dive from the rear platform. Pentland stopped and sure enough there was Conductor O. C. Jones a half block to the rear—just a captain without a ship!

When U. P. Unson took a two weeks leave to go to Arizona, he made a slight error some place, because one week after he left he called in ready for work. What caused that?

L. W. Husted's coach, with train No. 5 in the window, was boarded on Beverly by a gentleman who innocently dropped a nickle in the fare box. "Seven cent fare please," requested Husted. "What tha—?" blurted the stranger. "What you got that 5-cent sign in the window for anyway?"

GARAGE

Our yellow coach expert is once more on the job. After an absence of five months Wesley Nolf returned to his former position as Mechanic on the first shift. Nolf's intention to remain in the East suffered a severe setback when friend wife started towards California.

Frank Ralphs claims that parking in broad daylight is very unsafe. Frank had stopped along the road to repair a tire, while his family looked on, when suddenly a drunken driver crashed into the rear of his machine. All in the car were badly shaken and bruised, but Ralphs escaped injury, as he was on the outside. Oddly enough the reckless driver carried a police badge.

Those who noticed a low pitched voice for a day or so replacing the sweet tinkle usually heard at the Garage switchboard will be enlightened to know that Dorothy Rankin had a slight attack of flu.

The mystery of C. Simmons stolen car was solved by a full confession from the culprit and abductor, Geo. Riggs. Riggs removed the car to Vernon yard, thinking it was J. Craig's machine, while Simmons frantically phoned the police. Riggs discovered his mistake at Vernon yard and as his conscience bothered him, he returned it that evening to Simmons' residence.

Joe Birch noticed Simmons' plight and offered to transport him home. However sad, but true, they both walked. Birch's machine was really stolen. No, Riggs did not molest it. Birch recovered his car several days later just a few blocks from his home.

O. Shetterly, being a Mechanic, did just the opposite from the usual practice of Iowa farmers. He went back to Iown. He may be back if he successfully straightens out a few business troubles.

The entire third shift unexpectedly vacated the Garage, without any notice whatsoever, that Monday night of the terrific wind when several ventilators were blown from the garage ceiling. As they swung suspended by wires they came in contact with the electric control wires of the traveling cranes. The display of fireworks that followed was enough to chill the stoutest heart and out into the night went the men.

The new strangers now adjusting themselves to our environment are B. A. Fairbanks and M. Tucker. Both are on the night shift.

The construction of a mezzanine floor over the storeroom will house the new Store Department office and parts room. The main floor is to be occupied by a drafting room and a test laboratory.



Mechanical

H. K. Conacher

Division One

C. Carlile is back to work again after being on sick leave for three weeks with a sprained back.

C. Christopherson's son is at present building an aeroplane and it won't be long before "Chris" will be traveling around in real up-to-date style.

L. Burr was off on sick leave for several days with an infection in his throat but is back on the job again feeling much better.

S. D. Luckhurst is the new man at Division One. Welcome to the fold Sidney.

Any one who knows of a good recipe for making a mustache grow kindly get in touch with O. E. Lund.

Thomas Oakes spent last Sunday up in the mountains "Somewhere," we were unable to get the full particulars but we do know that he wasn't picking wild flowers.

Division Two

After reading the newspapers, we no longer wonder at Joe Latona moving away from Chicago. Seems like it gets pretty hot there, even in the winter time.

Upon being told that work is what makes the world go 'round, "Babe" Brown promptly replied that a swallow of tobacco juice will do the same thing. Ask "Doc" Robey.

H. K. Conacher has failed so far to get JOAK Japan, maybe it is JOKE. Better get a short wave set, Harold.

After withstanding much kidding and many sarcastic remarks, Leo Morriss finally decided to remove that very unbecoming and unsightly patch of brush from his upper lip.

The boys of this Division extend to E. Forsythe, Switchman, their most sincere sympathy upon the passing of his brother.

"Billy" Brown has installed a deeper ground for his "Gilfillan" Radio-Phonograph combination; he says that if he doesn't get Australia now, he will keep on digging until he gets there himself.

Anyone who desires to know just how slick tire thieves work, ask anyone of the personnel of the Master Mechanic's office.

"Shorty" Keys and party of friends enjoyed real winter sports at Lake Arrowhead one Sunday last month.

We were all very sorry to hear that it was necessary for Herman Tafel to take his wife to the hospital, where she is seriously ill. We hope she has a speedy recovery.

Division Two is to be represented in the baseball team now being organized, in the person of "Smiling Dick" Minasian.

Jim Clancy says that the barber shop on Main Street where he got his last shave was displaying the wrong sign, it should have read "butcher shop."

E. Shaw and S. Ventalora went to see the recent Loughran-Emanuel scrap, and it seems that Shaw ate most of the peanuts and then smoked one of Sam's famous stogies, resulting in a bad night and the following day off for Shaw.

J. Sottile and family drove to Mt. Baldy one Sunday last month. Jack reports a fine time and easy going for the old Maxwell.

Division Three

H. Earl, Assistant Foreman, has been off for several days recovering from a severe cold; too much fog.

C. Hamlin, second groupman, came in to work one morning last week and asked for the morning off as he had to be in San Fernando at ten o'clock. Sounds like "Good morning, judge." How much did it cost you, Clyde?

T. Blanchard and W. Houston were sent to Ord and North Broadway one day last week to pick up a damaged fender. On the way back to the division we understand that there was some argument as to whether the company still held a franchise on North Spring Street.

F. F. Robey, Foreman of Division Two and G. F. Treneer, Clerk of Division Three, appeared as witnesses for A. D. Arnold, clerk in the M. M. Office, before the naturalization bureau for his final papers on February 5th. Congratulations "Art."

Due to some of the boys being unaware of the fact that there is quite a difference between a common house cat and a skunk, there was considerable confusion around the division one night last week. Live and learn, boys.

We are very sorry to report that D. McAlpine, who, as stated in last month's issue, was trying to move up with the men, has had to have his upper lip washed.

Division Four

Our General Foreman "Billy" Brown, paid us a visit the other day to arrange for the installation of a pinion heater and a cleaning tank, which, when installed will not only speed up the work and help to keep things clean, but will also greatly reduce the fire hazard.

D. Frame, watchman on the night shift, has been off work for a few nights with a bad cold.

S. Van Amberg, machinist, was slightly injured last week when his machine turned over while on his way to work, resulting in a broken rib for Van and the bone yard for his Overland.

Billy Welch has built an additional three rooms on his seven room house. That's lots of room for a little fellow, Billy.

"Shorty" Johnston wishes to inform his friends that he can now take care of all the dinner invitations that have been extended to him in the past. His new store teeth have been installed.

All the boys who live in the vicinity of Inglewood and Hawthorne have been planning on what they will do with all their money when they become oil kings.

L. Lee took a trip to Perris last Sunday with some of his relatives to look over the country. Lots of wind and sand and not much scenery.

P. Booth, our pinch hitting clerk, has moved into his new home at 2633 W. 77th Street.

C. Holland and J. Alverson are sporting around in brand new second hand cars.

Division Five

T. Watts who worked at this Division during vacation time last summer, as a temporary repair man, is back with us again as a regular repairer. Welcome back, Tom.

N. Land has returned to work after being off on sick leave for two weeks with a bad cold.

Frank Gray spent a week end up at Lake Arrowhead in the snow, and according to all reports, was very glad to get back home.

O. Schmokel is now the proud owner of a brand new Chrysler and has a pair of roller skates for sale.

Bill McDonnald is singing the latest Scotch song, "I can't give you anything but love."

Bud Kellogg paid five dollars to a judge at La Habra for the information that it takes both arms to drive an automobile.

Vernon Yard

H. I. Schaubert

The Track Department barbeque took place as scheduled on February 21st with an attendance of 101.

A suggestion has been made by Bill Shelford that all Supervisors, not on duty at the time of the next barbeque, be detailed to insure proper headway in the bread line. Bill came down for an action picture of the festive board and on his arrival found all the "extras" headed for home (about sixty per cent of the total) and service being maintained by the remaining regulars. Result—no picture. Don't feel badly Bill, we have a scheme to hold 'em next time—pie, after the meat is all gone.

We hereby notify the wide, wide world that our barbeques are democratic. Imagine a "beeg," rough, tough fellow like Lester Turley leading the grand march to the tables, with demure little Jimmy Lavin mincing daintily along at his heels. Not only that, but Jimmy sat right opposite Lester and continued to mince—not so daintily. However, this seating arrangement had its advantages. Jimmy acted as pacemaker for Lester, who had a sudden responsibility thrust upon him immediately before eating time. Three oil switches blew up at Huron sub-station, making it necessary for Bill Lane and several others from the Electrical Department to leave, just as the meat was being removed from the pit. Evidently some thought was given as to who should remain on the burning deck, and the selection was quite right. A careful check on Lester's consumption resulted in the Electrical Department being charged with their full quota. Bill Lane and the rest of the unfortunates who missed the feed wanted their money back and were referred to Lester for collection.

Several big jobs are rapidly nearing completion. Sam Bevilacqua on Pico, Johnny Hagerman on South Vermont, Pat Connolly on North Broadway and Charlie McAllister on North Vermont will all finish within a few days of each other. Johnny Hagerman finishes first and will go to reconstruct Indiana Street between Whittier and First. Charlie Shelton, the Keystone shovel operator, who made the dirt fly on Vermont will be with Johnny again on Indiana. Interest in this job will be centered on a portable track, which was constructed some time ago and will be in use on Indiana Street for the first time.

The sympathy of the Track Department is extended to Jimmy Taller whose father died recently.