

TWO BELLS

VOL. IV

OCTOBER 29, 1923

No. 22

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

Edited by J. G. JEFFERY, Director of Public Relations

First Safety Meeting Thursday

INSTRUCTION CLASS FOR NEW MEN RESUMED

Class instruction for new conductors preceding their first training on the cars has been re-established by the instruction department now that it has adequate facilities at the new administration building. Under the renewed system, classes for conductors are held in the instruction department lecture room, Tuesday and Friday afternoons, with Oscar T. Elrod in charge.

The new men are taught the correct marking of trip sheets and other reports, and are shown the various types of tickets and transfers. The object of this plan is to assure uniform instruction of new men.

To further the plan for standardized instruction, classes for line instructors are being arranged so that the information a student receives on the cars will conform to the preliminary information he has received in class.

The first group of safety car instructors met with Dan Healy at the instruction department lecture room last Wednesday morning, and the balance met Thursday afternoon. Similar meetings for conductors and motormen who are line instructors will be completed within the next few days.

Ex-Conductor Is Teaching School In Old Home Town

Glenn Wilson formerly a conductor at Division Three who resigned last July to go east, has written to some of his friends at Division Three and now signs himself "Professor Glenn Wilson." He was an ambitious fellow who worked a morning and evening tripper while attending the University of Southern California.

After finishing his studies and qualifying as a teacher, he joined the faculty of a high school near his old farm home of Waukon, Nebraska.

He says "I owe a great share of my success to the experience I gained while I was a street car conductor in good old Los Angeles."

Hallowe'en, Watch Out!

JOHN Collins, heap big chief safety. Him tell watch out next Wednesday night. Young Braves make medicine for feast of the Hallowe'en moon. Spend wampum on grease to make rails slip, make car stop, make motor-man mad.

Him tell watch curves. Tell dispatcher by telephone devil if young brave and little papoose hold council near car line.

Plenty supervisors watch car line, watch for your brave; scalp 'em heads; kick 'em pants; chase 'em to teepee. Ugh. Good stuff.

Me play safe.

BUS GARAGE IS GOING UP FAST

Work is being rushed on the new garage near Sixteenth and San Pedro streets which will house the company buses. Last Thursday the brick walls were ten feet high and going up faster than a school boy in his last possible suit of short trousers.

The building has a frontage of 157 feet on Sixteenth street and will be capable of housing 50 buses.

"A word to the wise—use your eyes."

The Winner

I haven't much faith in the man who complains
Of the work he has chosen to do.
He's lazy or else he's deficient in brains,
And, maybe, a hypocrite, too.
He's likely to cheat and he's likely to
rob;
Away with the man who finds fault
with his job!

But give me the man with the sun in
his face,
And the shadows all dancing behind;
Who can meet his reverses with calm-
ness and grace,
And never forgets to be kind;
For whether he's wielding a scepter
or swab,
I have faith in the man who's in love
with his job.

—JOHN L. SHOREY

L. A. Posters To Teach Autoists In Porto Rico How To Signal

Posters used by the Los Angeles Railway in the recent campaign of the Traffic Commission to instruct autoists in correct use of hand signals, is to be used by the government of Porto Rico, on the suggestion of Mr. Nathaniel Adams Walcott, Chairman Insular Police Commission.

Clarence M. Walcott, son of the Porto Rican official is connected with the Pacific-Southwest Trust & Savings Bank here, and arranged to send the necessary pictures at his father's request.

Here's hoping that autoists in Porto Rico will pay a little more attention to arm signals than do Los Angeles autoists.

SUBSTATIONS TO BE BEAUTIFIED

The grounds at University substation located at Hoover Street and Santa Barbara avenue, are to be beautified with an ornamental fence around the property and grass and shrubs. Similar work of dressing up the grounds is to be started at Ardmore substation, located at 943 South Ardmore.

Cement was poured for the new automatic substation at Fifty-fourth street and Second avenue a few days ago. Some of the new feeder cables which will carry electricity from the station have been strung.

READ THIS FIRST

The monthly dance and entertainment for employees of the Los Angeles Railway, which always comes on the last Saturday of the month, will be in the nature of a Halloween costume dance. The affair will be held at Forrester's Hall, 955 South Olive street, third floor, and will begin at 8 o'clock.

Special vaudeville features are being arranged for the evening. Those planning to attend are asked to wear appropriate halloween costumes, but masks will not be worn.

Relieving Monotony—"That young man says he's tired of asking you to marry him only to be refused."

"I'm sorry to hear it," replied Miss Cayenne, "Proposing is about the only interesting thing he does, anyway." —Washington Star.

MEN URGED TO TAKE REAL PART IN EFFORT

The first of the division meetings to promote effective accident prevention work will be held at Division Two next Thursday. Trainmen are asked to meet at one of the three sessions scheduled for 10 A. M., 1 P. M., and 8 P. M. It is believed that this arrangement will enable every trainman to attend.

Those who will participate in the meeting with motormen and conductors are C. M. McRoberts, general claim agent; R. B. Hill, superintendent of operation; R. R. Smith, assistant superintendent of operation, and John C. Collins, supervisor of safety.

Subjects Outlined

The first meeting will be held at Division Two due to the fact that the facilities at Division One have been disarranged by the building extensions.

Three outstanding features of accident prevention will be discussed. They are:

1 Boarding and alighting accidents. Several accidents have been reported recently due to use of damaged steps, and in some cases failure to guard passengers when steps have been broken off.

Auto Collisions

2 Collisions with autos. This discussion will deal with right angle collisions and accidents that come from too close following of machines.

3 Procuring witnesses. Next to accident prevention comes accident protection. Some valuable advice on procuring witnesses with a minimum of energy will be presented.

Attendance at the meetings will be entirely voluntary, but a check will be kept of the trainmen showing sufficient interest in their work to give a little time for the great cause of safety.

TRAINING MOTORMEN

Motorman C. A. Kern of Division Three has been added to the staff of the instruction department and is busy breaking in new front end men.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

You Get From Your Job More Than You Put In

The recent convention of the American Electric Railway Convention held in Atlantic City has proved, according to written reports, to have marked a new high point in the success of cooperative activities among electric railways.

Without the cooperation and interchange of ideas, progress in the electric railway field would be seriously hampered. With each railway fighting out the problems that come to the industry, a serious duplication of effort would result, but interchange of ideas makes for increased efficiency throughout the country.

The association is the larger unit of the street railway, just as the individual company is the larger unit of several divisions, and many hundreds of men. Every department of the street railway has its own problems, but by close cooperation of all employees the methods of meeting these problems are devised without waste of time and energy.

Without cooperation between employees and departments, the company could not make any progress. Every employee has an interest in being a part of a successful and growing organization. The extent to which the organization can grow depends finally upon individuals.

The newest trainman has big opportunities, through good service, to advance the interests of the organization of which he is a part. Being with a winner inspires individual development and makes the individual a winner in his particular work.

When a man puts his energies into a work, he is making an investment that will yield profitable returns to him if he will catch the spirit of progress and cooperation.

A job is like a savings account in a bank. The interest paid by the bank makes it possible for the depositor to draw out more than he puts in. What you get out of your job depends on what you put into your job.

FOLLOW THESE SIMPLE RULES OF TRANSFERS

THE new transfer has been in effect for about three weeks, and while the majority of the conductors and safety operators are handling them in accordance with the rules and instructions, we find that some do not seem to understand, or are careless in issuing them. The changes made were so slight that I am unable to understand why these errors continue to show up.

The P. M. coupon was added to the new form of transfer to relieve the conductor of carrying four different sets as was previously done and to eliminate the confusion as to when the change should be made from the A. M. to the P. M. transfer. The transfers issued up to and including 12 M. must be issued without the P. M. coupon, and all transfers issued after 12 M., P. M. coupon must be attached although it may be A. M. of the following day before the conductor finishes his day's work.

Time Marked Can Change

The transfer with coupon attached expires at the time punched, but when the transportation coupon has been detached the time of the transfer is extended one hour, in which case a transfer punched 12:00 M. o'clock with coupon detached would be good until 1:00 P. M.

After midnight the only punch mark to be placed in transfer is through the circle, which makes the transfer good at any transfer point up to 8:00 A. M. of the following day.

Punch Carefully

We are receiving a number of transfers where conductors punch the circle, also the time, and in some cases punch them "Turn back and diverted." This is absolutely wrong, as the circle itself indicates the time and place where the transfer is good, it being good at

all transfer points from midnight until 8:00 A. M. of the following day; and as this transfer is not good for an additional transfer, they should, under no circumstances be punched "Turn back and diverted," as a turn back and diverted transfer is equivalent to 5c except where time has expired.

Some of the men are careless regarding turning in their transfers. These transfers must be returned promptly at the close of the day's work.

Rules for Turning

Always detach all transfers that have been punched in excess of those issued, turning them in in an envelope marked "void," then placing the unused portion of pad at the top of the "out" or "in" transfers as the case may be, so that they will be returned to the Transfer Bureau in consecutive order, thereby eliminating a great deal of confusion and work in the Transfer Bureau. These transfers are numbered in consecutive order and conductors should always issue from the top pad, thereby avoiding breaking into a serial number and the unnecessary confusion and bookkeeping at the Transfer Bureau.

In case any transfers of a previous date are found on the car, they must be turned in promptly, but do not mix them with the symbol of that date, as there is a possibility of them being sent out with the wrong symbol at a future date.

Destroy Used Hat Checks

Some confusion has arisen regarding hat checks. Attention has been called to the fact that some conductors when being relieved turn over to their relief conductor a number of hat checks that have been punched. This should not be done under any circumstances. These hat checks should be destroyed when taken up. However, when conductor finds he is running short of hat checks, there would be no objection to him saving the ones already punched and using them the second time, but he must not

BULLETINS

Issued October 29, 1923

BULLETIN NO. 180 Notice to Trainmen

Traffic Officers are now being stationed at numerous points where there is no intersection of street car tracks.

In the future at any point where a Traffic Officer is stationed a slow rate of speed must be maintained, and motormen and operators will exercise great care in passing these officers.

BULLETIN NO. 181 Notice to Conductors

Pass No. 7297 issued to R. Michaels, motorman, Division No. 5, reported lost in Bulletin No. 179, has been found.

BULLETIN NO. 182 Notice to Conductors

Pass No. 6985 issued to R. L. Harmon, conductor, Division No. 2, is reported lost.

Pass No. 7375, issued to J. T. Velarde, motorman, Division No. 2, is reported lost.

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

R. B. Kier
Supt. of Operation.

Little Stories OF Street Car Life

Conductor Bob Lindsey tells a story with a lesson. He was working as motorman last Wednesday morning on a Pico tripper that went to L. A. High. On Eleventh street at Oxford he saw a lady's purse laying near the track. He stopped and got it, as he started up, a Mexican woman running in the street towards him, waving frantically at him to stop. He did. "My pocket-book—I lose from under car—you pick it up—please give to me." Bob turned it over to her without question. The woman went back and paid a fare and took a seat. The car started again and a colored woman yelled for the motorman to wait a second. She was running on Oxford and had apparently come over from Tenth street. Bob stopped again. "This woman has my purse. I must have dropped it when I got off the car ahead. I missed it when I got down the street a ways and I turned and saw you pick it up. Then this woman, who was also on the car ahead and probably saw me lose it, got off at the next stop and came back to get it. I will identify it. My name, 'Mrs. A. G. D.' is inside. Also my picture and \$6.20." Bob took it from the Mexican woman, looked inside and found the colored woman's identification to be exact. He gave it to her and she got off. The Mexican woman stayed on 'til the next stop to save a possible skull fracture.

It is unnecessary to tell you the lesson in this incident.

For T. T. Leech, No. 2672, Div 5

Mrs. Green, who was returning from the Grand Central Market, had two shopping bags in her hand, which were well filled. As she started to board car, conductor 2672 came forward, took one of the bags speaking very pleasantly to her, and courteously assisted her on the car. This courtesy was greatly appreciated.

MRS. MARY J. GREEN,
Young Apts., 17th and Grand.

turn the punched hat checks over to the relief conductor.

We find that some conductors are failing to turn in their hat checks for certain dates and by mistake using the wrong symbol. These symbols must correspond with the symbol on transfer. When receiving transfers and hat checks in the morning from the clerk do not fail to compare them with the symbol posted at the Division.

ENGINEER IS BACK FROM CONVENTION

P. B. Harris, chief engineer, returned last Tuesday from the convention of the American Electric Railway Association in Atlantic City, which he attended in company with R. O. Crowe, auditor and George Baker Anderson, manager of transportation. Mr. Crowe and Mr. Anderson are expected to return within a few days.

The convention was one of the most successful in the history of the association, Mr. Harris says. The exhibits were particularly good and supplied many valuable ideas for use on the Los Angeles Railway system.

After the sessions, Mr. Harris visited Chicago and in St. Louis he went through the shops where many Los Angeles cars have been built.

Div. 2 Scribe Walks For Inspirations

Anyone seeing a perfectly good 1922 Chevrolet, running around without its owner, please notify "ye scribe" at Division Two, C. L. Christensen, as he is walking to work now, since some one, unknown and unauthorized, walked into the yard, at Division Two and rode out, about noon, October 17th—Licence 486-326.

PAINT DISTURBED

Redd: "Hear your wife had an accident when she was out in her car yesterday."

Greene: "Oh, it didn't amount to much."

Redd: "Neither she nor the car hurt?"

Greene: "No, only a little paint knocked off both."—Yonkers Statesman

On the Sick List

Following is a list of men who have gone on sick leave recently:

DIVISION NO. 2

Conductors—S. E. Sutherland, 853 N. Hicks St.; H. C. Peck, 1315 E. 47th St.; F. Fauver, 5125 Wall St.

Motormen—L. Neff, R. No. 4, Box 894, Inglwd.; J. G. Fakes, 319 E. 52nd St.; O. C. Milton, 1427 E. 57th St.; D. G. Boyer, 414 E. 68th St.; C. E. Hill, 331 W. 50th St.; F. V. Van Zile, 215 E. 53rd st.

DIVISION NO. 3

Conductors—C. R. Perkins, 3436 Arroyo Seco; D. E. Beatty, 120 W. Ave. 45; E. C. Molster, 2625 Jeffries Ave.; J. Pewitt, 734 Aragon Ave.; E. C. Croughan, 513 N. Ave. 22; E. H. Schultz, 327½ Lincoln Ave.; L. L. Brown, 2616 Idell St.

Motormen—S. A. Johnson, 557 Agate St.; R. J. Schneider, 3562 Dayton Ave.; J. Schlageter, 572 W. Ave. 26; L. B. Dundas, 617 Tularosa Dr.; W. L. Alcorn, 3065 Dayton Ave.; H. O. Boutwell, 1787 Albion St.; W. J. Burdick, 907 W. 18th St.; C. H. Doughty, 464 Solano St.; R. L. Worthman, 141 Iowa St., Pasadena.

DIVISION NO. 4

Conductors—M. A. Grigsby, 704 W. Vernon Ave.; P. S. Beaver, 1533 W. 20th St.

Motormen—E. T. Angus, 1188 McBride Ave.; W. Brotherton, 1142 S. Mariposa; A. B. Hatfield, 945 Girard St.

DIVISION NO. 5

Conductors—E. C. Fitts, 109 E. Jefferson St.; M. Kreisel, 4831 Cimarron St.; G. A. Baltas, 1726 W. Santa Barbara; F. Adams, 4831 Cimarron St.; A. W. Hall, 830 West 61st St.; L. T. Campbell, 128 New Hampshire St., Haw.

Motormen—L. H. Shrake, 611 S. Fir St., Inglwd.; R. T. Todd, 4805½ Second Ave.; A. W. Fletcher, 4500 Willow St., Inglwd.

Conductor Ding and Motorman Ding Ding



By Rollins

Bouquets And Things
(Hand Picked)

For Condr. R. C. Braine, Div. 2

Los Angeles Railway.

Gentlemen:

Please lay this letter on the bottom of the pile and read your complaints first. At about 15 minutes after midnight, Saturday night, I boarded a V car south bound at 10th and Vermont, after a wait of but a few minutes. There boarded the car at the same time, a large corpulent individual with whiskers and a rotten disposition. His first procedure, after paying his fare, was to inquire why the (something) he was forced to stand on the corner for half an hour waiting for a car, and several other questions, and at the end of his tirade, he asked the conductor for his number, saying he was going to inquire why they didn't get there sooner.

The conductor informed him quietly that they were running on schedule, that they were on time, and that he was very sorry if the gentleman had had to wait for a car. He even went so far in his effort to pacify the individual, as to write his number and division on a card and hand it to him.

The conductor's number is 322, Division 2.

I wish to take this means of commanding this conductor for his courtesy, for his patience and his control of his temper under a condition well warranted to stir him to war. He listened quietly to the abuse of this bewhiskered blusterer, and answered him softly and in an extremely courteous manner.

It is men like Conductor 322 that make street-car riding worth while.

W. P. JOHNSON,
1655 West 53rd St.



For Condr. R. S. Barkman, Div. 2

Los Angeles Railway.

Gentlemen:

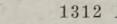
I wish to commend one of your trainmen for the courteous act accomplished by him toward a poor disabled man.

One night, the 29th of August, a blind man was to alight from a Central Ave. car. The conductor, understanding the situation, rushed to the aid of the blind. The trainman helped the poor man from the car, took him to the sidewalk and directed him on 7th Street. I do not know the name of the conductor, but I noticed the number on his cap was 1146.

I know that I am rather late in reporting this, but it's better late than never.

Congratulations to the Conductor 1146.

Yours truly,
MISS LENA M. FASOLA,
1312 East 55th St.



For Condr. J. Van Kuren, Div. 3

Los Angeles Railway.

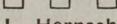
Gentlemen:

I was on the E car going into Los Angeles this morning at 8 o'clock.

I wish to have conductor 2506 receive an honor mark for the exceptionally nice way in which he handled the case of a lady who forgot to pay her fare. No one was embarrassed either. He was thoughtful all the way.

Yours respectfully,

MRS. O. FENSKE,
594 Hillsdale St., Inglewood, California.



For Mtr. J. Hernschall, Div. 1

Miss Falconer reports that last evening the motorman very courteously offered his stool to a lady who was standing nearby. She told him she had been sitting all day and did not mind standing. At or near Jefferson street, noticing she was still standing, again offered it to her.

A few evenings before she noticed that he had given his stool to a crippled gentleman. Seems always to notice where he can do a favor or show a kindness. This man is a credit to the company.

MISS HELEN FALCONER,
L. A. Railway.

Merit System Cards Show Varied Classes

TRAINMAN'S EFFICIENCY RECORD

NAME	DIVISION NO.	CAP. NO.
DATE		
June 17	DISCIPLINED FOR	BY
July 18	Put at foot of extra list because of missout.	Insp'r. 100
July 20	Put at foot of extra list because of missout.	" 95
July 20	8 7-18-23	" 92
July 31	Started car too soon 7-16-23	R B H 94
Aug. 29	38 Started to stop in safety zone 8-20-23	Super. 10
Aug. 30	38 Failed to pull down trolley pole 8-27-23	Super. 90
Aug. 31	Courtesy only	R B H 92
Sept. 21	38 No T R Disc displayed 9-17-23	Super. 10
Sept. 21	38 No T R Disc displayed 9-18-23	Super. 88
Sept. 25	Demerits assessed 9-11-23 Cancelled	Supt. 90
Sept. 25	Demerits assessed 9-21-23 Cancelled	Supt. 92
Sept. 26	11 9-22-23	Super. 10
Sept. 26	37 Failed to put car number on report card 9-25-23	Super. 89
Sept. 28	31 9-25-23	Super. 10
Sept. 30	Courtesy only.	R B H 89
Oct. 15	8 Broke so fender to barn 10-12-23	Super. 91
Oct. 18	2 10-11-23	J C C 87
Oct. 22	38 Dangerous operation 10-17-23	Super. 84
DATE		
Feb. 8	DISCIPLINED FOR	BY
Feb. 28	Courtesy only.	100
Mar. 13	8 Broke so fender to barn 3-8	r.b.h. 102
Mar. 21	Courtesy only.	miscl. 104
Apr. 11	Put at foot of extra list because of missout	R.B.H. 106
Apr. 20	Courtesy only	R.B.H. 108
May 3	31 7-18-23	Super. 106
May 8	38 Starting car too soon 5-2-23	Opr. 101
May 31	Courtesy only	R.B.H. 106
June 15	8 Repaired accident and secured witnesses 6-9-23	Ac. 11281 105
June 15	6 Courtesy shown patrons 6-12-23	B-155 108
June 20	Courtesy only	R B H 110
July 12	32 7-9-23	Super. 108
July 23	12 7-18-23	" 106
July 23	31 7-18-23	Super. 102
July 21	38 Wrong T R No. 7-26-23	R B H 104
July 21	Courtesy only.	R B H 102
Aug. 21	32 8-18-23	Super. 107
Aug. 31	Courtesy only.	R B H 104
Sept. 21	8 Reported accident and secured witnesses 9-17-23	Ac-19446 105
Sept. 29	24 9-27-23	Super. 106
Sept. 30	38 Left terminal late 9-27-23	Super. 103
Oct. 19	Courtesy only.	R B H 106
Oct. 19	5 10-16-23	J C C 102

TO illustrate procedure and principles of the Merit and Bonus system, actual record cards will be reproduced in Two Bells for a few weeks. The cards selected are typical of four general classes found. They are:

1 The man who accumulates demerits steadily and only a few credits and gradually lowers his percentage to the 75 mark which means automatic dismissal.

2 The man who keeps around 100 per cent by procuring just enough credits to offset his demerits.

3 The record of a man who builds up a high percentage by asking credits for minor things which other men consider part of the day's work. He keeps his record free from demerits.

4 The record of a man who does his work regularly and consistently and builds up a satisfactory

mark through the monthly safety and courtesy credits, but does not ask for credits for small things which he considers a part of his regular duty. He keeps his record free from demerits.

Card Number 1 above shows how a trainman reduced his rating from 100 per cent to 84 per cent in a little more than three months.

Card Number 2 is the record of a motorman extending from February to the present, in which credits and demerits have played tag to the extent that the trainman has increased his original efficiency rating two per cent. It happens that 10 of his credits, making the two per cent above the original starting mark, came for bringing a fender to the car house; a thing which many trainmen would consider in the line of duty and not one to warrant special credits.

Record card Number 3 will be reproduced next week.

M. W. Hargis, L. F. Finn, F. Ostendorf, S. L. Anderson, W. O. Nokes, J. F. High, O. Hougan, L. G. Ackerman.

DIVISION NO. 3

Motormen—E. E. Bragg, D. T. Malone, J. C. Ford, O. A. Dewitt, F. P. Rouillard, A. M. Elmer.

Conductors—S. T. Williams, W. C. Howard.

DIVISION NO. 4

Motorman H. V. Henderson.

Safety Operators—C. W. Silvers, L. H. Bates, J. E. Westerman, A. J. Anderson, H. C. Warren, W. L. Greenwood.

DIVISION NO. 5

Motormen—A. T. Totten, M. J. Manley, Conductor C. H. Pierce.

It has been suggested that a pair of sun shades be purchased for "Dad" Brady, the flagman at Slauson and Moneta Ave., as his ankles are becoming badly sunburned.

* * *

Attention of the censors is called to one of the conductors on our line. He is trying to install a school of Hula-Hula dancing. His constant cry is, "Step forward in the center, please."

* * *

Conductor Charlie Aen of Division 3, who pulls a run on line W, is very fond of little girls (also big girls). One day a fair young lady with her daughter, age about five, rode on his car. Charlie kept winking at the little girl, who winked back until she got tired, then turned to her mother and said "Mama, you wink at the man. I'm tired."

He's a devil with the wimmen.

* * *

Every day the cars go out From divisions by the score, To fight the heavy traffic, And at times we all get sore. But it all comes in a lifetime And troubles we will find, The motorman has his up front, And the conductor his behind. So let us all be cheerful, boys, And do the best we can. To make our runs with safety And to help the other man.

R. KIRK, Div. 2

* * *

Conductor H. E. Ketchum of Division 4 reports that a colored man had a hard time catching his Temple car when he came running from a side street and the motorman didn't see him. "Ah'd like some reciprocity on this line," says he to another colored man, "Hyah ah waits and waits for a ca'ch, but they nevah waits fo' me."

"Taint fare", replied his dusky friend.

* * *

A lady boarded my car at Fifth and Hill and gave me a transfer that was good in the opposite direction. She has been shopping and her hands were full of parcels. When I told her the transfer was no good she answered, "Well, I've spent all my money. Here, I'll give you an egg."

Cond. L. H. VOUGHT.

* * *

The "Bevo Boys," namely Braine and Busch of Division Two, who lately graduated into the millionaire class missed out a few days ago because of the breakdown of the Fierce Sparrow. These dashing young nickel snatchers are reported to have an apartment in an exclusive residential section and it is hard for them to walk when their chauffeur misses out.

* * *

A lady boarded the car at 7th and Burlington Streets with a small lap dog in her arms and after seating herself, fondly cuddled and kissed the canine repeatedly. Conductor M. — looked on in disgust and he was heard to mutter, "There is another proof of the 'Darwin Theory.'"

Introducing New Men

The following men have been assigned to their divisions during the week ending Oct. 20, 1923:

DIVISION NO. 1

Motormen—J. C. Slovensky, L. G. Sharp, C. O. Graham, M. S. Hart, G. Elder, O. L. Dunn.

Conductors—L. D. McCandless, C. T. Winters, L. Zukoff, R. Kaplan, D. P. Thompson.

DIVISION NO. 2

Motormen—V. E. Owens, G. L. Franklin, A. V. Francony, H. B. O'Neil.

Conductors—M. J. Bunch, L. A. Reese.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

"Old Dame Rumor has it that one of our most efficient and worthy conductors is about to take the big jump by saying "I will" to a pretty little maiden, in the near future. The apartment is all ready and everything in apple pie order, but we don't know the exact date and we won't say just who this lucky conductor is, but his initials are C. T. and he works on the "J" line, so you will have to guess the rest."

Conductor F. Slattery says as far as run 203 on the 4 c's line is concerned, the new schedule is a peach. The only worry he and his motorman have, is that they will get too fat on the job.

Sh-h-h! Here's a new recipe, but keep it quiet: For the Hops—follow a rabbit. Two grasshoppers will furnish the "kick." Boil for two hours. Strain through I. W. W. socks. To test: Pour a little in kitchen sink, and if it eats the enamel off, it's ready for bottling. P. S. Ed. U. says he has tried this and if correctly made, makes a fine drink.

Isn't it wonderful how they always return to the old game. There's Motorman R. Q. Miller for instance, who left us a short two weeks ago to try out other work, is now back again and says he is willing to start at the bottom. What do you think of that?

We were quite surprised the other day when Conductor C. L. Wiley, old-timer at this division and one time office man, walked in and said he was through with street cars forever, as he has purchased a chicken ranch, and it would be necessary for him to devote his entire time to the raising of fowls.

Fellers, let me introduce to you Mr. Ed. Sweets, the new assistant janitor under Head Janitor Rafferty. Mr. Sweets says he is glad to be with such a fine division, and after looking the bunch over, thinks they are fine fellows, but says Rafferty and he are going to annihilate the first guy they see striking a match on the wall or playing football with the new chairs, or doing a jig on the pool tables. So beware!

DIVISION 2

By C. L. Christensen

Conductor A. W. Gilbert has secured two weeks leave of absence intending to visit friends and relatives in Fresno, Cal.

Conductor A. B. Hughes is at the present time breaking in for clerk in the office. A. B. says he likes the work fine.

Our stenographer, H. T. Hansen, of whom we spoke in the last issue, is back again from Frisco, of course. Yes, H. T., we had you all wrong last week, when we thought and wrote she was going back on you, but you see it was like this, we didn't know you would receive that telegram to come at once. If we had, we would have told the world about it. As it is, the only thing we can do now, is to offer you our profuse apology.

C. Burg, who resigned about six months ago to go farming, has rejoined our forces and so, he says, mighty glad to be back at Division Two again.

The man who spends his time sitting on a nail-keg at the grocery store ranks as a producer along with the hen that sits on a door knob, except that she is honest in her intentions.

Who's Who



HERE we have another young fellow who left the farm in Iowa to make his way in the big city. He is C. F. Kirkland of Division Four who has been in continuous service since 1911. He worked in a local grocery establishment after landing in Los Angeles in 1906, but after looking over several lines of work selected street railway work. He is one of the sages of Superintendent Wimberly's clan. He has helped a lot of rookies break in and is rated as one of the most popular men of his division.

DIVISION 5

E. C. Tyler

Why is it, oh, why is it, that some of these motormen are so anxious to get ahead? For instance the other day Jakie Burns told his motorman, Fred Barrett, that he was going to call up at 53rd and Moneta about a B. O. something or other and Fred promptly forgot about it. So when Jakie swung off, Fred highballed it and it was only by grabbing a friendly flivver that he caught his car at Vernon Avenue. Now Burns says he will never get off the car again without the reverse handle.

A letter, received from Motr. M. E. Phalen, who is on leave of absence because of ill health, states that he is improving and hopes to be back to work in a short while. He wished to be remembered to all the boys.

Another one of the boys who hasn't forgotten us is Motr. W. W. Campbell, who writes from Calexico, Calif., that plenty of sunshine, fresh eggs and milk are making a new man out of him and that it will not be long before he will be back swinging the controller once more, and that he will be glad to get back, for so far he has found nothing that can beat the L. A. Ry. and Division Five."

It was early morn—Mot. M. E. Smith rushes up to the window.

"Where's my con? Can't get my car out. Spouse to be out of here two minutes ago."

Wearily the clerk explains, that his alarm clock was set one hour ahead and that he has looked at his watch "cockeyed" and that he still has fifty minutes for his coffee and. Yes, they still do it.

Motr. G. J. Smith returned home last Sunday evening to be greeted just inside the door by two determined gentlemen holding (so Smith declares) two large sized cannons pointed in his direction. It was such a convincing argument that G. J. decided to comply with their request for silence while they made their exit. However their

DIVISION 3

R. W. Reid

What is a prune? That is the question which has been agitating Division Three. The question first came up for discussion when a stranger, slightly under the influence of a strong moon, entering the company restaurant about midnight, demanded of the waiter that he be served some cereal. The waiter asked which kind he preferred and was told "prunes." The waiter, not being well versed in the method of handling moon-struck ones, stated that prunes are not classed as cereal. In this statement he was backed by Conductor L. H. Vought, who agreed with him and said that prunes are fruit. Motorman Tom Canning, who was sitting near-by, immediately rose up on his hind legs and declared, "You are all wrong. Prunes are a vegetable."

After a hot debate on the subject, it was suggested by Vought that the question be settled by Dan Hanley. Adjourning to the office they asked Dan's opinion. Dan, being noted for his diplomacy said "Boys, I can't see it your way at all. Prunes are A PHYSIC." And so it goes with the argument still unsettled.

Conductor H. W. Corneth has taken seven days off for that tired feeling. In other words he's on a vacation for that length of time.

Wedding bells are ringing at Division Three. It is rumored that Conductor L. J. Hinson was married a short time ago, and that Conductor H. N. Richardson expects to be married in the near future. No cigars or information have been passed out yet.

Everybody knows that Conductor J. Farnbach is a tough guy, but we didn't believe it until we heard that Joe had taken five days off to wreck his house.

Conductor W. Elliott has reported back after spending a long leave in England. He came back all dressed up like a house afire and is looking fine. He will only be here long enough to say "Hello" to his friends, as his leave has been extended and he will return to the land where you can buy the real thing.

Conductor H. E. Wilson, extra register clerk, is spending some of the easy money us office guys got, by taking a two weeks' trip to San Diego.

Motorman F. Lehman had his hand painfully injured while fixing the trolley-pole on his car Tuesday. He was taken to the Receiving Hospital, where his hand was dressed and he was then removed to his home. We hope that the injury is not serious and that he will soon be back on the job.

Motorman F. D. Smith has taken a month off to visit his mother in Fresno, who is sick.

work was completed for the house had already been ransacked.

Stage Manager—"We're ready, run up the curtain."

New Hand—"Wot you talkin' about—run up the curtain—tink I'm a bloomin' squirrel?"

Now that the world series is over, we have on schedule, starting Saturday night, the Pinochle Championship series of Division Five, so all bugs, sharks and others are urged to be on hand to root for your favorites. Opening game will find our old friends "Rock-Over" Farmer and "Pea-Soup" Safford meeting "Speed" Larson and "Hank" Hazen. Refreshments in charge of "Blue Honk" Adams and consisting of hot dogs and East Side. R. O. Farmer Booster Club states that they hope to secure Supt. Morrison's services as referee and Jake Holm as timekeeper.

A friend of mine called at Marion Davies's residence the other day only to find her out. In answer to his query as

DIVISION 4

C. J. Knittle

Superintendent Wimberly has returned from his vacation. He seems filled to the brim with news, although he had a hard time starting to tell it. The first few days were spent in riding over the lines of this division in which he made a detailed study of recent developments, traffic conditions and other interesting features. The remainder of his time was spent at the various beaches. The "super" is looking fine and is ready for business.

Conductor C. E. Robinson suggests that "Power Off" signs be replaced with signs bearing "Circuit Breaker," for this reason:

"Robbie" was working as motorman on an East Fourth run last Sunday. At 10th and Main on a southbound trip a lady ran from the curb to the front end just as he was starting. Robbie stopped short. "Pardon me," she begged, "I don't want your car, but will you tell me if the Washington line has been discontinued or has its route been changed?" "Neither, madam," replied Robbie, "what made you think they do not come down this way any more." "Well the sign up there over the curve says the power is off," rejoined the woman—and Robbie sped away with a muffled giggle.

Conductor W. R. Price's Pico car was eastbound on First street with a fairly heavy load. At the Union Pacific Station a Jewish couple with a large family boarded. The "papa" dropped fortyfive cents in the box. "My gosh!" exclaimed Conductor Price, "are they all yours?" "Yes," answered the Israelite, proudly, "effery vun," and he piloted his tribe to the front end. Three blocks down the line Price noticed a confusion in the center section. Then it crept to the rear section. "Shtop the car! Shtop the car! It was the Hebrew. "Let me off, conductor!—please, quick!—My leedle boy, Sammy,—he's not on. He's back by the station. Shtop the car!"

Conductor M. A. Griggsby of Temple line, who was struck by an auto at Virgil and Fountain, is reported to be improving nicely, but is still suffering from the injury to his knees. Last Friday he was able to sit up in a chair. He is in the Golden State Hospital.

Don't forget the employees' dance tonight, fellows. "Ye scribe" presumes you are receiving your Two Bells on Saturday—the 27th. You will see the program posted on the bulletin board. These dances are opened with a snappy little entertainment—the punch is always good and the music—Oh, man! Slip around tonight. You'll go again.

Bix—"Two wrongs don't make a right, and to that rule there's no exception."

Dix—"Oh, I don't know. If your clock is an hour fast, it is wrong, and if you set it forward eleven hours more, you of course make it wronger, but at the same time you make it right."—Boston Transcript.

to "where he would be likely to find her the servant replied, "I believe she is in little old New York."

L. B. F., Div. 5.

We have just discovered what J. C. Rainey's middle name is—it's CANDY. It seems that both Rainey and Mrs. Rainey are well versed in the art of making high class candies and many a sweet tooth they have satisfied around Division Five. Rainey expects to be swamped with orders for Thanksgiving and Xmas, so better get in your orders early, fellows.

Uxtra, Special Uxtra, News! Motr. R. B. Young says that he will divulge the hiding place of our old Maxwell if anybody wants to buy it.