



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

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

# PRICE OF UNIFORMS CUT

## M'ROBERTS TO HEAD CLAIM AGENTS OF COAST

C. M. McRoberts, general claim agent of the Los Angeles Railway, was elected president of the Pacific Claim Agents' Association at the closing session of the convention held here June 7-8-9. Mr. McRoberts was formerly vice-president and was active in arranging the recent meetings.

Considerable interest was shown by the delegates in safety work conducted here and in other cities. The association pledged itself to co-operate with the American Railway Association in its campaign for safety at grade crossings. Posters are being placed at all grade crossings throughout the country with the slogan "Cross Crossings Cautiously."

Co-operation between trainmen and claim departments in getting correct accident reports and procuring names of witnesses was discussed at length. It was the opinion of those present that electric railways should make every effort to keep trainmen informed on information specially needed in accidents and extend help in any possible way, through personal letters, bulletins or through the company paper, as has been done here in articles written for Two Bells by Mr. McRoberts.

The next convention will be held in Portland.

## Miss Nina Martin Resigns To Go East

Miss Nina Martin, stenographer of claims department for the past two years, left the company last Thursday, much to the regret of the department. After a rest of two weeks at home, Miss Martin will leave on a trip to New York for her health. She is highly regarded at the main offices, where her genial disposition and capabilities have won many friends.

The ability to do some one thing better than another gives the worker possessing it an advantage at all times. —Sparks.

## Convention Stuff Too Strenuous for Dan Healy

JUST what did those Rotarians bring to Los Angeles besides enthusiasm?

Ask Dan Healy; perhaps he will tell you.

Dan, the high voltage assistant chief instructor, was at the Rotarian headquarters during the early part of the convention, giving information about street cars and everything else that he dared.

But before the end he weakened and was confined to his home by illness. R. A. Pierson, chief instructor, finished out the job.

## J. W. ALLEN MADE DIV. 5 FOREMAN

J. W. Allen, formerly night clerk at Division Three, has been appointed foreman of Division Five in place of John Robinson, who is giving up the inside work.

Mr. Allen entered company service in the latter part of 1909 as a conductor at Division Three. In December, 1912, he was appointed extra transfer clerk and continued as an extra man until July 1, 1916, when he returned to train service. He was made a regular clerk at Division Three, August 10, 1919, and continued in that position until his appointment as Division Five foreman. He has been on the night shift at Division Three. His place will be filled by R. W. Reid.

Foreman Allen is highly regarded for his capabilities in the varying ends of street railway work. The men at Division Three, with whom he has worked, regret his leaving, but wish him the best of success in his new position.

## Motormen Attend Shrine Convention

Motorman F. W. Vellage of Division Two, is on a two weeks' leave. He is attending the convention of Shriners in San Francisco. Motorman W. J. Travers of Division Three also is attending the convention.

## Derail Set for Argument on Transfers

A derailing switch for arguments which will prevent them running on the main line and interfering with regular traffic, is offered in the form of the slips given conductors to explain the transfer situation to passengers.

The printed slip informs passengers that great abuse of transfer privileges in the past resulted in such a loss to the company that strict enforcement of transfer rules is necessary.

Passengers who take exception to any incident arising out of the use of transfers are asked to take the matter up with the main office and to refrain from a controversy with the conductor.

It is recognized that the transfer system is not 100 per cent perfect, any more than any other system in business. There are always loopholes and all the people can not be suited all the time. But the railway believes that the present transfer system is about as near perfect as local conditions permit and knows it is a big improvement over the transfers used prior to May 1, 1921.

The company is glad to have an opportunity to explain details to passengers at the offices or by letter, but seeks to minimize arguments on the cars, in the interests of the majority of patrons.

When a passenger questions a transfer ruling, the conductor will hand out one of the printed slips and ask him to be governed accordingly. The slips are similar to those used when the coupon transfer was introduced.

## Zone 1 Extended To 7th and Mateo

Notice is given in this week's bulletins of the extension of No. 1 zone from Seventh and Central to Seventh and Mateo. It has been found that the No. 2 zone road space rules of running cars 600 feet apart and making stops 100 feet apart resulted in congestion and delay. Autos stopped on the track between two standing cars and often made a line from Mateo to Central.

Hereafter the Zone 1 rules will prevail and cars may close up as they do on the downtown streets. This will facilitate the movement of all traffic.

## NEW PRICE ON COMPLETE SUIT IS \$27.50

A substantial reduction in the price of uniform suits and caps and separate parts of uniforms is announced and is now in effect.

The new price of a complete uniform is \$27.50, instead of the \$30 charged heretofore. Coat and vest will be supplied by the uniform department under the new schedule at \$18.50, which is a reduction of one dollar. The price of trousers has been reduced \$1.50 as is now \$9.

The plain top caps have been reduced fifteen cents and now sell for \$1.50. The ventilated caps have been cut from \$2.50 to \$2.00.

According to C. C. Beers, in charge of the uniform department, a complete supply of uniforms in various sizes is available and the tailors can make any necessary alterations in quick time so that a trainman ordering a new uniform may get his outfit without delay.

The cleaning and pressing service, which is operated at a reduced price for employees, will continue at the same rate of one dollar for cleaning and pressing and fifty cents for cleaning and sponging.

You can generally tell what a man is by what he does when he has nothing to do.

—Clement Comments.

## Mrs. Louise Koehm Expresses Thanks

Mrs. Louise Koehm, widow of the late Conductor Eddie Koehm, who passed away June 6, extends her thanks to the company and to the individual friends who showed their kindness and sympathy during her bereavement. Trainmen who had worked with Conductor Koehm, at Division Three, sent a beautiful floral piece to the funeral service.



# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Pick The First Witness

WHEN your car is involved in an accident or any incident that necessitates procuring witness names, the trainman is the fellow who should keep a cool and level head despite the excitement of others. It is not the easiest thing to get witness names when excitement and confusion prevails, but a little study will show how this work may be made easier.

In case of a rear-end step accident how do you, Mr. Conductor, go about procuring witness names? Do you hand a card to the person nearest your elbow on the chance that he noticed the accident and will give you his name?

Getting the first witness is important. If the first man refuses his name it is likely that others will follow his example. If the first one takes the card and gives his name, the

chances are that others will follow. There are always some passengers who stand at the rear whether the car is full or not and it is a fair chance that one of the passengers near at hand said "Howdy" or exchanged a smile at the fare box. That passenger has shown a friendly disposition and will usually give you his name and address willingly. That is a start and the others will come more readily.

The same thing is true at the front end. A friendly passenger will usually help. Regular riders who get the same car every day will usually help readily, particularly if you have a pleasant word and a smile.

*Like other elements of street car work, the more friends a man makes on the cars, the easier his work becomes.*

## DIV. 5 LEADS AVERAGE EFFICIENCY INCREASE

Division Five made the best showing in May for increase in average efficiency of trainmen, according to figures announced by the Manager of Transportation office. The average efficiency of motormen at Division Five was raised from 115 per cent in April to 118½ per cent in May. The average of conductors raised 4½ per cent and now stands at 122½ per cent. The

total average increase was 8 per cent for the division.

Divisions Two and Three tied for second honors in total average efficiency increase with 6½ per cent each. Division Four increased 6 per cent and Division One advanced 5½ per cent.

The average efficiency ratings for the five divisions are as follows:

	Motormen	Conductors
Division One	118 %	118½ %
Division Two	117 %	119 %
Division Three	118½ %	123 %
Division Four	118 %	118 %
Division Five	118½ %	122½ %

## Lost Pass Has Enough Twists to Make a Movie

William Wells, who according to tradition, was here before there was a street railway, and who is one of the oldest, if not THE oldest employe in service, has lost his pass.

Some one found it and notified a trainman. The trainman, in turn, notified the operating department by telephone, giving the name of the party who had found the pass and stating that it would be returned if anyone would go and get it. Somehow the address mentioned over the telephone was misplaced and now the mystery is as deep as ever.

Will the trainman who telephoned please repeat the name and address of the finder, so that Bill Wells may again tuck his pass securely under his suspenders?

*In the departed days a somewhat befuddled guest appeared unsteadily before the desk of a smart southern hotel and demanded in thick but firm tones that his room be changed.*

*"I'm sorry," the clerk humored him, "but all the rooms are taken."*

*"Mush have 'nother room," insisted the guest.*

*"What's the matter with the room you have?"*

*"Well, if you mush know, 'ish on fire."*

## NEW INTEREST IN SERVICE IDEAS

Judging by the number of service suggestions received in the first half of June, officials of the operating department will have an increased task in picking winners for the cash prizes of \$7.50, \$5.00 and \$2.50.

Announcement of the winners for May, which was made in last week's issue of Two Bells, increased interest in the service suggestion plan and gave practical demonstration of the kinds of ideas that have prize-winning qualities.

*A Dansville attorney was cross-examining an old German about the position of the doors, windows, etc., in the house in which a certain transaction occurred.*

*"And now, my good man," said the lawyer, "will you be good enough to tell the court how the stairs run in the house?"*

*The German looked dazed and unsettled for a moment.*

*"How do the stairs run?" he queried.*

*"Yes, how do the stairs run?"*

*"Vell," continued the witness, after a moment, "Ven I am opp-stairs dey run down and ven I am down stairs dey run opp."*

**Anything to survive must serve; that is a fundamental law of life—and of business.**

# BULLETINS

ISSUED JUNE 19, 1922

BULLETIN NO. 81  
Notice to Trainmen

Whenever obscene or objectionable writing is found on advertising cards in cars, conductors will either erase same or remove the card and turn it in at his division.

BULLETIN NO. 82  
Notice to Trainmen

Effective June 13, 1922, price of uniforms is reduced to \$27.50, caps with ventilated tops \$2.00, and with plain tops \$1.50.

BULLETIN NO. 83  
Notice to Trainmen

Uniform caps must be worn at all times while on duty. The practice of placing caps behind controller, or in other places, must be discontinued.

BULLETIN NO. 84  
Notice to Conductors

The following passes have been lost: No. 677, issued to P. E. Garnier, tailor, Uniform Department.

No. 1908, issued to Louis Brabon, car repairer, Mechanical Dept.

No. 1224, issued to William Monohan, Electrical Repair Dept.

No. 3759, issued to J. T. Burns, conductor, Division 5.

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

BULLETIN NO. 85  
Notice to Trainmen

Leather Vest Protectors to be used in connection with Change Carriers are now on sale in the Paymaster's Office, Room 905, Los Angeles Railway Building. Price 50c each.

BULLETIN NO. 86  
Notice to Trainmen

Effective at time sign is moved, Zone No. 1, on East 7th street, will be extended from 7th and Central to 7th and Mateo sts.

BULLETIN NO. 87  
Notice to Trainmen

All cars on line "E" at the crossing of South Verdugo Road must be operated at reduced speed, and specially precaution taken to avoid accidents.

*P. B. Hill*  
Supt. of Operation.

*A dog says more with his tail in a minute than the average man can express with his mouth in a week.—Keen Observer.*

*A city business man was very keen on having proficient clerks in his employ. Before a clerk could enter his office he was required to pass a written examination on his knowledge of business.*

*At one examination one of the questions was: "Who formed the first company?"*

*A certain bright youth was a little puzzled at this, but was not to be floored. He wrote:*

*"Noah successfully floated a company while the rest of the world was in liquidation."*

*He passed.*

## Checkers Champion Itching for Battle

Motorman J. W. Spaulding, of Division Three, is just spoiling for a game of checkers that will give him a real battle. He is anxious to arrange a series with a player of some other division and will risk breaking the winning streak of the Dye clan.

*Pat went to a druggist to get an empty bottle. Selecting one that answered his purpose, he asked:*

*"How much?"*

*"Well," said the clerk, "if you want the empty bottle, it'll be one cent, but if you have something put in it we won't charge anything for the bottle."*

*"Sure, that's fair enough," observed Pat. "Put in a cork."*

# DIV. 2 TRAINS ORCHESTRA FOR SHOW

Division Two will inject a unique angle to the division shows by presenting its own orchestra at the entertainment June 24 in Recreation Hall. This will be the third division show and promises to be a good one.

The names of those who will participate are not announced, but the acts will include a novelty tumbling, a blackface comedian, a violin duet, a male quartet, a rapid fire comedy act, songs by the division songbird, whoever he may be, and a demonstration of living statues.

The electrical demonstration, given at Recreation Hall last Wednesday night, attracted more than 600 employes, who thoroughly enjoyed the entertaining and educational program. One of the big hits of the evening was a magician, who did amazing feats. It seems that he was formerly on the stage, but is now a garage man for the Edison company. This accounts for his mystic ability.

**The "Do it now" and "I will" boys are leading the financial leagues, and all other leagues.**

## THE LAST WORD IN ANY LANGUAGE

*A Frenchman and an American were parting company in Paris.*

*"Au revoir," said the Frenchman, as he turned away.*

*"What's that?" demanded the American.*

*The Frenchman explained, thus: "your language it means 'good-bye.'"*

*As they again turned to leave each other, Frenchie was greeted by cherry. "Wood alcohol."*

*"What's zat?"*

*"That's 'good-bye' in any language"*

*—H. L. Harris, Wilmington, Del.*

## Introducing New Men

The following men have been assigned to their divisions during the week ending June 10, 1922:

DIVISION NO. 1  
Motorman—R. Q. Miller.

DIVISION NO. 2  
Motormen—L. W. Merskoetter, T. Leyva, J. A. Scott.

Conductors—K. G. Petersen, L. F. Zile.

DIVISION NO. 4  
Conductor—C. Snodgrass.

DIVISION NO. 5  
Conductors—R. Gilbert, W. P. Greav, O. E. Spitzer.

*An Irishman was called as a witness in a case concerning a will. "The deceased," asked the lawyer, the habit of talking to himself when he was alone?"*

*"I don't know," Pat replied dryly. never was with him when he was alone."*

*—Allith Bulletin*

## BARBAROUS

*Barber—"How do you like the razor, sir?"*

*Victim—"I could hardly think it possible that I was being shaved."*

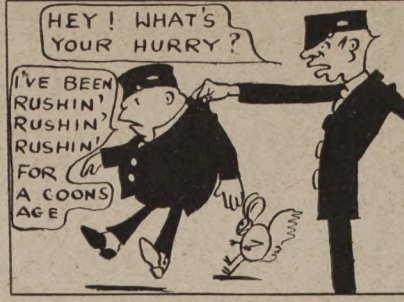
*Barber (flattered)—"Then what you imagine, sir?"*

*Victim—"That I was being so papered."*



# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

## Cognomens Congested Wierd Story in Names

## On The Back End (Contributed)

For Mtr. W. L. Hague, Div. 5  
Los Angeles Railway.  
Gentlemen:  
Regarding courtesy shown by your motorman No. 2589, and two on the evening runs leaving Sixth and Main between 5:05 and 5:20, do not remember the numbers of the two motormen, must say that they are very accommodating and show every courtesy to all passengers and myself, being a cripple, and they show me every favor possible.  
Hoping this will meet with your approval.

BY H. A. RUSSELL  
FROM reading over the names on the Division Three roster one would get the idea that the division originated on the land of Robinson Crusoe, for we have **ROBINSON** (Crusoe) who was a **DOUGHTY BRIT-TAIN** and likewise a **MANN**, a lover of the **FINNEY** tribe so he ate lots of **FISH**, especially **TROUT**.  
His crew consisted of a **BAKER**, **COOPER**, **CARPENTER**, **BUTLER** and a **CARTER**. Between them they baked **RICE** and made **STILES**, **GATES**, **SINKS** and dug **GRAVES** and **WELLS**. They built a chute the **CHUTZ** and for economy they had a **DYER** for all colors, **BROWN**, **WHITE**, and **BLACK**.  
Most of them could **REID**. Each was a **HUNTER** and at great **RISK** felled many a **WOLFE** and **BUCK** and once a **DRAKE**. They used **COLE** and **WOOD** for fuel and **DANIELS** in darkness called for **LIGHT** in the **GARRETT** to watch the **CONN** man but he got their **CASH**.  
Their **HEAD** man had a servant named **HANNAH** who was **STRONG** on **CANNING BEANS** and was also a good **SLEEPER**. One of the crew was a **LEATHERMAN**, another a **HELLMAN** and by contrast, one was a **CHRISTIAN** who would **BUTT** in and get in a **FURY** when the **CROOKS** got to **HOWELLING**. He was a **DEAN** and had a **'ABBOTT** of beating around the **BUSH** or perching on a **CRAIG** accompanied by an **ANGEL**. The **CARPENTER** with his **STEEL AUGER** was a bore to all.  
In due time there were **CHILDS**, but they never saw **SNOW**, being too far **WEST**. The big **KIDD** assisted the **GARDINER** and **GOTT** good results. They knew no clothes as the **TAYLOR** was **LYNCHED** as should have been the nut who perpetrated the foregoing nonsense.

Be careful fellows! The world's most famous vampire is now making her home in Los Angeles. I could not understand why all the boys wanted to work West Sixth until I found that Peggy Hopkins Joyce lived out on that line. Conductor McArthur, please note and let your conscience be your guide.  
You know Peggy is quoted as saying that it's brains, not beauty, that holds a man. Wonder if she has proved the theory to her own satisfaction?—L. F. C.

Yours truly,  
**ALBERT MILLER**,  
4327 So. Hobart, Los Angeles.  
□ □ □  
For Condr. I. M. Salladay, Div. 4  
Los Angeles Railway.  
Gentlemen:  
I wish to express my appreciation for courtesy and also for the clear and distinct calling of streets and transfer points by Conductor 1248 on Pico street line.  
It is such a help to passengers, especially strangers.  
Sincerely,  
**MRS. H. TEMPLE**,  
183 East 48th Street, City.

**THOUGHT FOR OTHERS CHANGES LIGHT ON JOB**  
By R. R. SMITH  
Asst. Supt. of Operation  
THREE letters from trainmen, within a few days of each other, reported careless operation of cars on which members of their families were riding. The reports concerned starting cars before the passenger had been given an opportunity to board safely.  
A check of this very offense was started sometime later and among the trainmen who were observed to start their cars a little sharp, were the three men mentioned.  
This may have been just a coincidence, but it brings home in striking manner the need for thinking about others—putting yourself in the other fellow's place. You do not want other trainmen to start a car with a lurch before passengers have boarded safely if your wife or friends are boarding. Then do not start **YOUR** car so that it might endanger any passengers.  
If you would put yourself in the other fellow's place for a moment, you would probably realize that certain actions on your part might prove very disagreeable to others. For example: The practice of not slowing down in passing over crossovers is causing a great deal of complaint from residents in the vicinity on account of the noise made by the cars under such conditions, and the disagreeable jar of the cars passing over special work at too high rate of speed, not saying anything about the damage done to the car or the special work.  
Another: If you drive an automobile you do not appreciate having conductors throw stubs of transfer pads in the street, the staples of which are

Motorman J. C. De Deck started for Division Three to get an early run and was hoofing it along when at Cypress and Granada streets, a blackbird began flying around him. It swooped down so close that De Deck struck at it and scared it away. A few blocks later a flock of eight birds came after him, the whole family, no doubt. One touched his ear, another his hat, another his shoulder and then the motorman streaked for the division door with some half hundred blackbirds in his wake.  
It sure is a good thing that squirrels don't fly!  
Conductor G. W. Price, of Division Four, is not as young as he used to be, but craves no refreshment from the fountain of youth. A flapper found that out a few days ago when she boarded his Pico car and her dainty heel stuck in the pivot stool hole. G. W. immediately sought to release the sweet thing and finally succeeded, although in his caveman method he pulled the "flapper" right out of her slipper.  
Talk about a hound for publicity, here is Eddie A. Cruzat, Division Five janitor, who is even willing to get married for the sake of getting his name in the paper! The matrimonial ruckus was staged Sunday, June 3, and Eddie became the lesser half of a combination headed by Miss Alma E. Jamison. Of course the wedding was kept secret, but Eddie is prepared to receive congratulations, cigars, and the patronage of his shoe shine stand.  
The event covers "a dark page" in the Los Angeles Railway history.  
Frank Milano, et al, of Division Three, hid themselves away to Playa del Rey on Sunday. After several hours of furiously whipping the ocean, all they got was wet feet and sunburn.  
The Sunday School superintendent was reviewing the lesson. "Who led the children of Israel out of Egypt?" he asked. There was no answer.  
Pointing to a little boy at the end of the seat, he demanded, a little crossly, "Little boy, who led the children of Israel out of Egypt?"  
The little boy was ready to cry as he piped out with a quavering voice, "Please, sir, it wasn't me. We just moved here last week. We're from Missouri."

**Smiles Help**  
The following item appeared in one of the daily paper recently and comments Condr. F. H. E. "Dad" Pierce, of Division Two:  
Maple avenue cars . . . always crowded . . . evening . . . tired workers homeward bound . . . corns aching . . . arms weary. . .  
Conductor 430 has two jobs. One is collecting nickles. The other is collecting smiles.  
"Give us a hand with this here baby buggy, boys!" he sings from his lofty throne next the coin box.  
Passengers on the steps "fall out."  
Volunteer crew of buggy movers "falls in."  
The young mother drops a bundle. Two heads crack as two gallants reach.  
She is "so sorry." The soiled knights aren't.  
"All a-board," shouts Conductor 430. On to the next stop.  
Crowd swaying . . . tired . . . but chatting pleasantly . . . what if cars are crowded?

liable to puncture your tires, or if you maintain a nice lawn in the vicinity of car tracks, you do not appreciate having it littered up by scraps of paper, torn transfers, etc., which might be thrown from cars.  
The complaints regarding the littering of streets with such rubbish are very strenuous, especially near terminals, and the condition is the cause of much of the resentful feeling which is often displayed toward trainmen by people who live in the vicinity of our lines.  
The passing up of passengers when the car is on a pull-out or pull-in trip, is not only wholly unnecessary, but frequently greatly inconveniences the prospective passenger who might be able to reach his transfer point by riding such a car, and if you were waiting at 54th and Normandie for a car which could transfer you to the Vermont, Hoover, or north-bound Moneta avenue car you would not appreciate having a car pass you up simply because it was going to take the crossover at 53rd Street and go south to Manchester.  
When you are tempted to commit some of the above offenses, just put yourself in the other fellow's place, and in nine cases out of ten, you will realize that it will pay you to show the same consideration for the feelings of others that you would like to have shown where you and your own family would be concerned.



# Looking 'em Over at the Divisions

## DIVISION 1

L. F. Carmack

Back again! So I will take my typewriter in hand and record the weekly events of Division 1. Believe me they can say anything they wish about Los Angeles, but she is some burg, just the same. CARMACK.

The eye shades the motormen are wearing are alright, but how about the conductors? I know from experience that when a car is taking in passengers, there are lots of things a conductor sees which makes the eyes starey. Some conductors say it is good for the eyes, however.

A lot of steel rods, about 10 feet long were left on a car this week and so far have not been called for. Of all the things left on a car, this wins the booby prize.

For several weeks past there has been no news whatever in Two Bells box, I opened it this week and a mouse jumped out, that shows you how long since it has been used. News from this division is getting to be about as scarce as old-fashioned girls in this age. So everybody get busy and do his bit.

Say, Knittle, keep away from Central avenue, only sophisticated fellows, like us out of One are safe, so as I said to McArthur, note and let your conscience be your guide.

### HARDLY

Pat was shaving himself in the open air, when his landlord came along.

"Do you always shave outside?" the latter inquired.

"Faith I do," replied Pat. "Do yez think I'm fur-r-lined?"

## DIVISION 2

C. L. Christensen

Conductor C. A. Risley took a few days off, not merely for a vacation, which we discovered when he returned but to take unto him a life partner, who is Miss Catherine M. Nolun, of Los Angeles, to whom he was married June 10th. The happy couple are at home to their friends at 1638 Trinity Street. Congratulations.

Motorman P. E. Wilkins has returned from Missouri, where he was visiting relatives, and reports a fine time.

Motorman L. E. Nottingham has resigned to take up other work. Mtr. J. W. Cole has also left the service for other employment.

Some kind of epidemic seems to have struck Division Two again, as no less than nine trainmen reported sick last Monday morning, and ten the following morning, so consequently Division Two is having a hard time getting the runs out.

P. S. That accounts for the clerks getting gray around the temples.

Among those who are on leave at the present writing are: Condrs. G. F. Ditzler, 90 days, going east; E. F. Thompson, 60 days, to visit relatives in Indianapolis, Ind.; J. P. Hayes, R. L. Tobin and Motormen J. H. Bailey, W. W. Scheckler, R. Van Soest, D. L. Patterson and W. S. Tupman, all of whom are on short leave to rest.

Conductor L. S. Phillips is taking a week off to go to Mount Wilson.

## Who's Who



GROWING a moustache just for the fun of shaving it off, is one of the hobbies of L. D. Gordon of Division Two and the other is working the head end of a street car.

After the big scrap in Europe went out of business, Gordon, who had been overseas in the Canadian army, returned to Vancouver, British Columbia, and then traveled down the coast to Southern California and started as a Los Angeles Railway motorman. The work was not altogether new to him as he had worked as a motorman and railway clerk in Providence, Rhode Island.

Gordon was for a time an extra emergency supervisor and worked on the telephone switchboard and outside. The varying hours of the emergency work told on his health and he returned to car service at Division Two last March.

Joe—"Even a policeman cannot arrest the flight of time."

Pete—"Can't he? Why only this morning I saw a policeman go into a store and stop a few minutes."

## On the Sick List

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

### DIVISION NO. 1

Conductor—C. E. Anderson, 660 Stanford avenue.

Motorman—N. M. Millea, 521 San Julian St.

### DIVISION NO. 2

Conductors—B. E. Allen, 303 E. 52nd St.; C. E. Hill, 331 W. 50th St.

Motormen—W. P. Crunk, 7806 Crokerell Blvd.; P. A. Clark, 316 E. 55th St.; W. Meier, 603½ E. 7th St.

### DIVISION NO. 3

Conductors—C. E. Vasser, 814 Sycamore, E. R. City; W. Smith, 2617 Jeffries; W. J. Millican, 6060 Springvale Ave.; J. O. Murray, 603½ E. 7th St.; G. L. Froschauer, 2617 Idell St.

Motormen—G. David, 1950 Cypress; O. A. Dunman, 747 Idell St.; W. L. Alcorn, 2065 Dayton Ave.

### DIVISION NO. 4

Conductors—C. E. Carl, 117 N. Bailey St.; S. L. Christ, 6118 Junction St.; E. T. Smith, 2411 W. Jefferson.

Motormen—W. Sloane, 3332 East 3rd St.

Operator—J. E. Balding, 878 East 48th St.

### DIVISION NO. 5

Conductor—T. H. Carey, 2190 W. 29th Place.

Motorman—W. C. Burnett, 1731 W. 61st St.

"Gimme three cigars," ordered O'Rourke, shoving a quarter across the counter.

"Strong ones, or mild?"

"Gimme the strong ones. The weak wans is always bustin' in me pocket."

## DIVISION 3

H. A. Russell

Hold 'er Newt, she's just rearing. It's no use, you just can't hold old Div. 3 back, that's all. When it comes to winning pennants and everything, including rewards for suggestions and first prize at that. Well, there's nothing to it that's all, just comes kinda natural like. Thanks Ester, old boy, you've added another spoke to our wheel of fame. Talk about your Rotarians, it is a continued Rotary with us, just one victory after another. Come on there McDuff, what else have you got to offer? We're raring to go.

Scribe Knittle, of Division Four, says that Louis Wall denies that he wears green glasses and declares that the green flag was from Division 3, as everything is green over there. Righto me boy, in this heavenly spot of ours at this time of the year, with our salubrious climate, everything is green with the exception of our men and they are tickled pink over the fact that the only kind of flag that we keep over here is a large blue and white one with the word *Safety* on it. Do you get me? KEEP over here!

On the typewritten notice sent to the different divisions advertising the big doings at Recreation Hall on Wednesday night, it was stated that there would be a demonstration of the advancement of electricity in United States AND California. Now it is up to our friend Charley Means to tell us just where California is located.

Night Clerk Jim Allen, who has been clerk at this division for over ten years, has been promoted to foreman of Div. Five, and having had the pleasure of working beside J. W. in this office during all this time can say that the company made a good choice and Division Five is to be congratulated on getting him. J. W. is a good fellow, a square shooter all the time and the men of Division Five are assured of getting a square deal at all times. We hate to lose him and our good wishes go with him and we trust that from this start he will continue to soar.

Condr. F. M. Fish was handing out a fine line of cigars the other day, the idea being that the foxy guy had done went and got married a couple of weeks ago. It's all right, you big fish, you can do it again, anytime, as long as you furnish the same brand of cigars. Anyway we wish the happy couple long life and prosperity.

Motorman C. E. Zimmerman has just completed his new bungalow on Cypress Avenue and is now nicely settled in same and has now got the laugh on the rent profiteer.

Conductors when pulling out of barn should not forget to take their transfers along, as has been the case quite frequently. You don't forget to take your boots off when you go to bed, do you? One is just as essential as the other. In one case you would need them and in the other your wife would complain.

A fishing party consisting of Commodore Ira E. Gott, W. B. Wickline, E. V. Comstock, M. O. Brown, F. C. Mead, J. H. Miller, F. Strauss, E. M. Gellaher, A. B. Cooper, J. E. Sharpe, and A. Bauman, together with a bunch from other divisions, making twenty in all, have chartered a fishing boat and left Saturday for a fishing trip off San Pedro. Besides being seasick, they will get a little bit wet and maybe a bite or two, but what they nearly get will be something tremendous, no doubt.

Motorman D. W. Hannah is on a 30-day visit to Frisco. E. J. Clark has been making plans for a 60-day auto tour to the North while most of the rest of us are still digging.

## DIVISION 4

C. J. Knittle

Foreman B. B. Boyd has returned from his annual fourteen-day vacation which he spent visiting his mother in Iowa.

Mechanic Charles Furrer is on a thirty-day leave to Denver. Furrer, who is a son-in-law of night Mechanical Foreman MacIntyre, came to Los Angeles about a month ago to look over our fair city and has gone back to get his family.

Motorman E. Reichelt says that on his Pico run the week days are strong days but the Sundays are weak days. (Untwist me, partners, I'm all balled up.)

I got into an argument with another trainman last Tuesday. He said, "I saw you on a University car this morning." I told him he was mistaken, but he insisted and I tried to prove that I was not on that line that day and he insisted some more. All the time he was saying, "I saw 'U' on a University car."

Conductor F. A. Bryant is taking a sixty-day vacation.

Conductor D. W. Gibbs tells this one on his motorman. The car was rambling out Pico. A lady walked up to the front exit gate. "Do you want off?" asked the motorman. (No answer) "Do you want the next stop, madam?" he continued. (No answer.) Car passes stop. "Why I wanted off there!" exploded the woman. "I'm sorry lady," replied the motorman, "but you did not say anything." "Why what do you suppose I came up here for?" she demanded. "Well," he replied the motorman, calmly, "You might have come up here to expectorate."

Ouch!

## DIVISION 5

L. V. Burwick

Conductor L. B. Turner has taken a thirty-day vacation to visit relatives in Kentucky.

J. W. McDonald and E. W. Har have decided to stay with the police department permanently and have handed in their resignations.

C. W. White has resigned to go back east.

G. C. Vaughn was a member of a fishing party at Redondo last weekend. He reported a small catch but blamed his poor luck on the quality of bait used. We learned later that with the aid of a flashlight and a pair of pliers he caught several crabs along the beach which turned out to be sea-spiders the next morning. We, too, believe that sea-spiders make awful poor bait.

Motorman E. E. Johnson has taken a thirty-day sick leave to undergo an operation for stomach trouble.

Theo. W. Stites has resigned to go to Seattle, Washington.

Motorman J. H. Dillard, who transferred to Division One about January 1st, and who had the misfortune of being run down by an automobile in Boyle Heights about the same time, has recovered sufficiently to be able to return to platform service. He paid us a short visit last Monday, and expects to start work at Division One by the latter part of this week.

J. I. Hagins, O. S. Nyhart, and A. A. Greger have secured short leaves to try out other positions.