

PAY RAISE TOTALS \$200,000 A YEAR

Courtesy
on
the
Cars

"Say it with a smile"

Courtesy Week

April 15 to 21

Sponsored by the Kiwanis Clubs International

NEW WAGE SCALE BEGINS MONDAY

THE increase in pay of three cents an hour to all trainmen, which was greeted with the greatest enthusiasm when the bulletin was posted at the five divisions last Thursday night, increases the annual pay roll of the company approximately \$200,000.

The bulletin was signed by George Baker Anderson, manager of transportation, and affects trainmen only.

The new scale is effective Monday, April 16. The old and the new rates are as follows:

	Former Scale	New Scale
First 3 months.....	46c	49c
Next 9 months.....	47c	50c
Second year.....	48c	51c
Thereafter.....	50c	53c

The bonus paid under the Merit System, which is approximately two cents an hour, will be continued without change.

The extra pay to safety car operators of two cents per hour on shuttle lines and four cents per hour on main lines will continue.

The increase brings the pay scale only one cent per hour in each class lower than the highest point reached by increases made in the after-war period of business readjustments. The scale ranging from 46c to 50c has been in effect since October, 1921.

The minimum guarantee for new men is increased from \$100 to \$125 per month.

The announcement indicates the aim of the company to employ and hold the type of men who will give the public the best kind of street car service.

—Courtesy on the Cars—

DESCRIPTIVE MUSIC

"What's the name of that piece you were playing?"

"'Bungalow Blues.'"

"And what was the prolonged, melancholy strain you repeated at frequent intervals?"

"That represents the installments."

"Over steaming teacups they sat and talked," according to a story in one of the current magazines. The dear ladies must have been wearing asbestos lingerie.

No girl now marries a man for better or worse. She marries him for more or less.

BADGES HERALD WEEK OF SMILES

A definite campaign to join passengers and trainmen in the promotion of courtesy on the cars is under way. The occasion is "Courtesy Week," Apr. 15 to 21, which is sponsored by the Kiwanis clubs international.

On the cars, the campaign is being put before the public with car cards and A-Z-U-R-I-D-E.

In order that every trainman may have an individual contact with the campaign, ribbon badges with the words "Courtesy Week, April 15 to 21" have been printed and will be distributed at the five divisions. This personal contact which links the individual trainman with the courtesy campaign is considered as the most important factor in the eyes of passengers, as it is the individual treatment a passenger receives from a trainman that establishes his opinion of courtesy on the cars.

It is with this idea that Mr. George Baker Anderson, manager of transportation, has requested every trainman to wear the ribbon badge at all times when he is on duty during courtesy week. The badges should not be worn after April 21.

—Courtesy on the Cars—

"Do you know why we call our language the mother tongue?"

"Because father never gets a chance to use it."

PRIZES GIVEN FOR COURTESY IDEAS

First prize in the contest for suggestions to promote courtesy on the cars among trainmen and passengers was awarded to Conductor D. W. Gibbs, of Division Four. He submitted the following:

"For trainmen: You will always receive the same amount of respect from the public that you show the public. No more, no less. Never let your dealings with one passenger affect your treatment of other passengers.

"For passengers: Real people always command willing service through appreciation of that service."

Second prize was won by Motorman E. H. Mohler, of Division Two, with the following:

"Courtesy can best be promoted by the ever ready smile and helpful cooperation of trainmen and passengers.

"Trainmen should handle car carefully. Answer politely to necessary questions, aid stalled autos and use careful language.

"Passengers should move forward in the car and show appreciation of efforts exerted by the crew."

Third prize was won by Conductor Geo. W. Moore, of Division One, with the following:

"For conductor and motorman: Be polite and affable to each other and to

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Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Success Depends On You

"COURTESY WEEK" is here. The measure of success it achieves depends on you, because courtesy rests on individual contact between a trainman and a passenger.



Some 900,000 passengers ride the cars daily, that means 900,000 individual contacts. It means 900,000 opportunities to make a friend. We are asking passengers to join in the courtesy campaign, and show friendly courtesy with trainmen, but the trainman is the logical one to make the first move.

Courtesy is the common ground on which all people of all classes meet. It is a commodity that costs nothing and pays the biggest dividends. It makes work easier. It makes you feel better.

Trainmen on the cars will receive the greatest benefit from increased friendly relations with the public.

Remember this is a big united effort. It's success depends on you individually.

—Courtesy on the Cars—

Here Are Courtesy Tips:---

HERE are some suggestions for promoting courtesy on the cars:

SMILE.

* * *

Say "please" when you make a request of a passenger.

* * *

Say "thank you" when he complies.

* * *

Be neat.

* * *

Be accurate.

* * *

Be on the lookout for oppor-

tunities to help women, children and aged people.

* * *

Don't lose your temper, nobody else wants it.

* * *

Avoid arguments. Explain your actions courteously. Don't shout.

* * *

Keep cool.

* * *

Be master of the situation.

* * *

SMILE.

—Courtesy on the Cars—

NEW WORK REPORTED BY TRACK DEPARTMENT

The engineering department has constructed a dump track spur at Ave. 26 and Dayton avenue for the use of work cars which carry earth from track and building excavations to be dumped in the arroyo.

General repairs are being made at the Division Three pits in the wood-work and track.

A new crossover has been installed on Central Ave. north of Sixth St. for the convenience of cars operating out of Division One.

The crossover at Melrose and Western Ave., which marked the terminal of the Western Ave. line before the extension was built to Santa Monica boulevard, has been removed.

On the Third Street extension of line "H," double track has been laid as far as the pavement extends on La Brea. The remaining territory presents quite a problem as the mud is very bad at that point.

—Courtesy on the Cars—

A country school board was visiting a school and the principal was putting his pupils through their paces.

"Who signed Magna Charta, Robert?" he asked, turning to one boy.

"Please, sir, 'twasn't me," whimpered the youngster.

The teacher, in disgust, told him to take his seat; but an old tobacco-chewing countryman on the board was not satisfied, so, after a well-directed aim at the cuspidor he said: "Call that boy back. I don't like his manner. I believe he did do it."

—Courtesy on the Cars—

MAMMY

The moon shines East,
The moon shines West,
But Father knows where
The Moonshine's best.

Ambition to a man is like steam to a locomotive.

In front of a Broadway restaurant yesterday we saw a small, ragged urchin watching a girl in the window baking batter-cake. We thought we detected an air of wistfulness about the lad and our heart was touched.

"Hungry, kid?" we asked.
"Naw!" came his scornful reply.
"Can't a feller look at a swell dame without drawin' no crowd?"

—Courtesy on the Cars—

"Daughter, did I not see you sitting on the young man's lap when I passed the parlor door last evening?"

"Yes, and it was very embarrassing. I wish you had not told me to."

"Good heavens! I never told you to do anything of the kind."

"You did. You told me that if he attempted to get sentimental I must sit on him."

The biggest fish began life on a small scale.

BULLETINS

Issued April 16, 1923

BULLETIN NO. 52 Notice to Conductors

The following passes are reported lost and in improper hands:

No. 441, issued to George Ross, clerk, Storeroom, South Park, is in improper hands as this man is no longer in the service.

No. 968, issued to K. Danstrom, chainman, Engineering Department, has been lost.

No. 6340, issued to W. Enscoe, Conductor, Division No. 5.

Card Pass No. 1155, issued to Jim Mahalapolus, laborer, has been lost.

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

BULLETIN NO. 53 Notice to Trainmen

Crews on the 61st street branch of line "S" are still failing to pay proper attention to connection with the bus line operated on San Pedro street.

Failure to afford passengers proper opportunity to transfer from bus line will be severely dealt with in the future.

BULLETIN NO. 54 Notice to Conductors

Conductors frequently send in a commutation ticket from a book, which has been either not punched at all, or improperly punched, sending the collected ticket in with a miscellaneous report.

In the future, in all such cases when a conductor notices that a ticket has been improperly punched he will please request the passenger to bring the ticket book to the ticket office at 1050 South Broadway and have the mistake rectified.

BULLETIN NO. 55 Notice to Trainmen

Toilet facilities at 4373 South Western Avenue has been discontinued and the building ordered removed by the owner of the property.

New arrangement for toilet privileges in this locality will be made as soon as a location can be found.

P. B. Hill
Supt. of Operation.

—Courtesy on the Cars—

J. W. ALLEN MADE DIV. 3 FOREMAN

J. W. Allen, who was transferred from Division Three as clerk to Division Five as foreman a few months ago, has returned to Division Three as foreman, and Clerk A. F. Grant, of Division Five, has been promoted to the office of foreman.

It was intended that Dan Hanley, who has been foreman at Division Three, would go in the schedule department, as there is need at present for an experienced man to handle some of the important work. However, Dan kindly agreed to remain at Division Three with Foreman Allen to help him until he is thoroughly familiar with the new conditions at the division due to the increased number of trainmen, cars and runs, caused by the recent redistribution of lines.

At Division Five, Clerk W. E. Demuth will cease to run a competition with the moon and take a day shift. Clerk C. E. Cline assumes the night shift.

—Courtesy on the Cars—

Dance Date Changed For This Month Only

The monthly dance will be held next Saturday, April 21, instead of the last Saturday. This change is effective for this month only, as it was impossible to get the hall for April 28.

The dance and entertainment will be held in Foresters Hall, 955 South Olive St. The entertainment will begin at eight o'clock and be followed by the usual dancing.

STREET GUIDE BOOK TO BE ISSUED

Prize awards seem to be in order this week, as the cash prizes for service suggestions submitted last month are announced by R. R. Smith, assistant superintendent of operation.

First prize was won by Conductor C. E. Pascoe, of Division Three, with the suggestion that a convenient directory showing the location of all streets in the city be placed in the hands of all trainmen. A number of trainmen have the book issued in 1920 with the transfer rules then effective, but the supply has been exhausted for some time and the book itself is partly out of date. Immediate steps will be taken to fill this need.

Loaders to Help "E" Cars

Second prize was won by Conductor M. A. Watson, of Division Five, with the suggestion that loaders be given hat checks and and instructed how to use them so they can load the front end of "E" line cars with local passengers, and direct interurban passengers using commutation books to board at the rear end. This suggestion will be put into effect April 16, and is expected to speed up the movement of these cars considerably.

On Merit System

Although Conductor E. B. Adams, of Division One, won third prize, no steps will be taken toward carrying out his suggestion, at least during the present year. He suggested that under the merit system, credits be awarded for safety and courtesy only, and that the present scale of demerits continue. His idea of emphasizing safety and courtesy is good, but there is quite a question as to whether other features of service should not receive credits.

—Courtesy on the Cars—

COURTESY IDEAS WIN CASH PRIZES

(Continued from Page 1, Col. 2)

passengers. Meet all questions with the utmost interest and patience. Strive to be punctual and efficient.

"Passengers: Remember 'Do unto others as you would have them do unto you.'"

Judging the suggestions for advancement of courtesy among trainmen and passengers was a very difficult task, as many of the ideas were along similar lines. A large number of the suggestions were devoted more to praise of the practice of courtesy than to actual suggestions for promoting courtesy. Other suggestions covered only the trainman's part, but it was requested in *Two Bells* that the suggestions include how passengers can help promote courtesy on the cars and thus make it a mutual practice.

The golden rule was most often mentioned, as it is the foundation of courtesy.

As was stated in last week's *Two Bells*, the early suggestions had the preference over those that came in later. Suggestions were received from employes of practically all departments.

First Flapper—"The cheek of that conductor! He glared at me as if I hadn't paid my fare."

Second Ditto—"And what did you do?"

"I just glared back at him—as if I had!"

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Conductor D. J. Sublette, Div. Four Los Angeles Railway. Gentlemen:

I wish to commend Conductor No. 2368, who worked on the Temple Street line Monday, January 28, 1923. He was very courteous and called the names of the streets. I do not know his name, but I wish you to know how pleasant and courteous he is.

Sincerely,
RUTH BUCKLE,
1173 West 30th St.,
City.

□ □ □

For Conductor E. A. Ehrich, Div. Two For Motorman J. Waddell, Div. Two Los Angeles Railway. Gentlemen:

I have been riding on your street cars quite frequently for the past two months and I must say for courtesy and efficiency Conductor No. 1690 can't be beat. He always calls streets and transfer points.

The motorman with him No. 2709 certainly is wonderful in the handling of his car. One can feel absolutely certain when riding with him they will be on time.

The company is to be congratulated on having such men as these in their employ.

Yours truly,
MRS. A. W. KAUNE,
Hotel Jovita,
726 S. Spring St.,
City.

□ □ □

For Conductor S. A. Graves, Div. Three Los Angeles Railway. Gentlemen:

Three ladies, one of whom is totally blind, desire to express their appreciation of the courtesy shown them by Conductor No. 280, Garvanza line.

MRS. L. M. FITZHUE,
401 West Ave. 50,
City.

□ □ □

For Conductor J. R. Dean, Div. Five Los Angeles Railway. Gentlemen:

I desire to recommend to your highest consideration Conductor No. 460 on the University line. For over a year I have ridden almost daily on his car, and have always found him to be courteous and efficient—a valuable man in your service.

Respectfully,
JAMES M. WALTERS,
3867 La Salle Ave.,
City.

□ □ □

For Conductor Z. S. Longuevan, Div. One Los Angeles Railway. Gentlemen:

This is a belated testimony (owing to absence from town) to the courtesy of your Conductor No. 436 on the Pico line. His courtesy to passengers during the late rainy spell was commendable and I have intended to report this ever since.

Sincerely,
K. T. SHEA,
468 Pacific Electric Bldg.,
City.

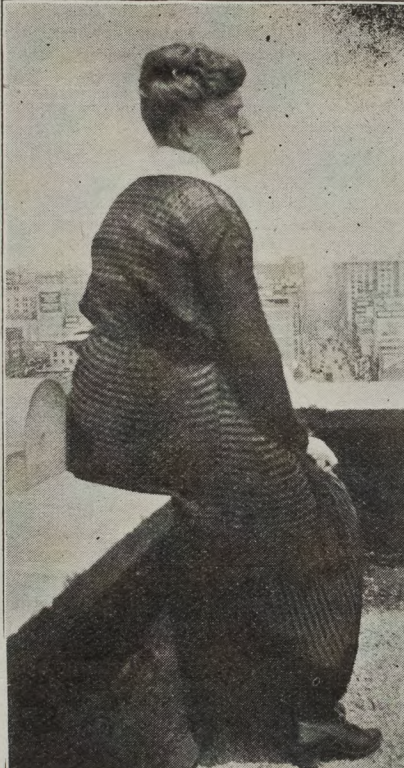
□ □ □

For Conductor J. L. Carmine, Div. Four Los Angeles Railway. Gentlemen:

As I have occasion to ride on the 1st Street car quite often, I am favorably impressed with the courtesy and attention paid passengers by Conductor No. 1392.

Yours truly,
JOHN A. GIBBONS,
Hotel Melrose,
120-130 S. Grand Ave.,
City.

Mrs. Roberts Celebrates Silver Service Anniversary



Mrs. Mabel Knight Roberts
Secretary to Mr. G. J. Kuhrts,
General Manager

—Courtesy on the Cars—

On the Sick List

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

- DIVISION ONE**
Conductors—A. C. Stanley, 768 Stanford Ave.; G. East, 905 E. 6th St.
Motormen—L. F. Moore, 653 Central Ave.; E. M. Worsley, 1264 E. 59th St.

- DIVISION TWO**
Conductor C. F. Steinert, 675 E. 53rd St.
Motorman W. L. Cole, 319 E. 36th St.

- DIVISION THREE**
Conductors—J. Chabreck, 550 N. Ave. 23; M. L. Bybee, 3449 Arroyo Seco; Z. S. Longuevan, 819 Victoria Sq.; C. C. Daniels, Bohemian Apt., 7th and Sanford; T. D. Hall, 2616 Idell St.; F. A. Vaughan, 1787 Albion St.; O. M. Hobson, 3307 Gas-sen Pl.
Motomen—M. A. Busjager, 3407 Arroyo Seco; J. W. Stewart, 600 W. Ave. 27; W. L. Alcorn, 2065 Dayton Ave.; M. J. Sherman, 1124 Romulo St.

- DIVISION FOUR**
Conductors—W. S. Shields, 1035 West 23rd St.; R. J. Dickson, 500 S. Rowan St.
Operator J. H. McClintock, 2030 Cambridge St.

- DIVISION FIVE**
Conductors—J. B. Barton, 517 York Ave.; Hawthorne; A. W. Hall, 830 West 61st St.; F. F. Fischer, 1204 West 38th Pl.; F. J. Mason, 5440 3rd Ave.; K. R. Anderson, 3943 Dalton Ave.; F. D. Croff, 5407 2nd Ave.

- Motormen—R. B. Lewis, 905 West 55th St.; L. O. Larson, 6529 Mineral Ave., Hyde Park; J. J. Thornton, 6614 Mineral Ave., Hyde Park.

Mrs. Mabel Knight Roberts,
Secretary to the General Manager.

Dear Mrs. Roberts:

The date book shows that last Wednesday you completed 25 years service with the street railway. Many cars have run down Broadway in that time, many changes have been made in street railway service, and Los Angeles has grown from a town to the metropolis of the Southwest.

As Secretary to the General Manager, you have seen all the workings of the various departments which make the Los Angeles Railway. You have seen the Los Angeles Railway spirit develop through an organization in which every department head and every employe cooperates, that the best possible service may be given to our big boss, the public.

You see all sorts of people who want to talk to the general manager on all sorts of business. They range from book agents to public officials, and miss very few branches. You meet them all with a kindly smile and with consideration that disarms the grouch and encourages the genuine worker. Yours is the spirit that makes true friends for the company.

We said you have seen the Los Angeles Railway spirit develop. We should have said you have had a mighty part, perhaps unconsciously, in developing Los Angeles Railway spirit of friendly consideration to all classes of men and women.

We appreciate your spirit. It makes us feel like working a little harder and a little better. We congratulate you on the twenty-fifth anniversary of your service with the company and our wish is that you will remain with us for many years to come.

Yours sincerely,
THE WHOLE BUNCH.

—Courtesy on the Cars—

Introducing New Men

The following men have been assigned to their divisions during the week ending April 7, 1923:

- DIVISION NO. 1**
Motormen—E. Anderson, C. Rossi, J. E. Pheasant, R. T. Cullin, J. Henschall, J. G. Perrin, C. E. Butler.
Conductors—J. L. Salvato, C. F. Salvato, P. D. Runyon, J. C. Metz, T. McMinn.

- DIVISION NO. 2**
Motormen—R. E. Raabe, G. T. Wuertz, B. Rodefer, C. I. Hughes, L. Chaplin.
Conductors—A. L. England, F. Roff, W. McKernon, O. L'Orange, G. H. Duer-rwaechter, C. D. Preskitt, F. C. Liff.

- DIVISION NO. 3**
Motormen—P. J. Bowlsby, R. L. Neefus, A. L. Smith, J. Naggle, L. A. Tutor, O. R. White, W. A. Clark, H. Essler.
Conductors—H. D. Deigh, D. C. Fro-schauer, Q. R. Dikeman, E. Woodbrey, C. A. Shields, G. E. Deatherage.

- DIVISION NO. 4**
Motormen—W. R. Greer, W. B. Fisher, E. L. Maurettus.
Conductors—D. C. Marcus, V. K. Rob-ison, M. O. Dale, J. G. Dixon.
Safety Operators—H. W. Cartwright, W. C. Hinton.

- DIVISION NO. 5**
Motormen—A. McClintock, B. Harris, C. G. Ellinger.
Conductors—J. T. O'Hara, J. T. Robi-son, J. Carlin, T. R. Brachett, E. F. Mil-ler, J. N. Rogers, A. F. Harrison, T. M. Maxham.

On The Back End (Contributed)

The police dry cleaning squad backed the patrol wagon to the curb and began to load up with hilarious passengers. One burly fellow tried to push his way in ahead of his fellows and explained to the officer: "I (hic) wansh to get a seat (hic). Stood up all the way lasht time I rode."—EX-CHANGE.

Regardless of what the lunch refreshments contained, we absolutely refuse to print the story told by Ed Urban, efficiency conductor of Division One, and Instructor Ed Yonkin, that while fishing off the harbor break-water, a big bass leaped from the water and took a sandwich from their lunch.

Guest—Johnny, I want you to do something for me. When your sister and I are in the drawing room after dinner, I want you to creep in and turn the gas low.
Johnny—You're too late, Sis told me to turn it out.

A certain honest to goodness conductor of Division Three turned in an apparently good pint of hooch, but George Chapman, of the money car, was wondering who would bail him out if he got arrested for transporting liquor while conveying same to the Lost and Found Department. Somebody said it wasn't any good anyway. How did he know? He must have had good eyesight!

The pugilist and his manager strolled into the sporting editor's office and the manager began modestly to honk the horn of his charge like this:

"They sointly treat up royal in Europe. Sointly do. Th' kid here gets a great hand everywhere he goes. He's a knockout with them society bugs. Meets them all. Lord George, The Duke of York, Oil Haig and all them boys. He meets 'em. Don't ya kid?"

The pugilist then replied: "Yep, and I licks every one of 'em too."

Last Tuesday a man boarded Conductor J. G. Schroeder's Pico car and after an unsuccessful hunt for the necessary jitney, explained that he had left his money in his other clothes. Being a regular customer, Schroeder allowed him to ride and paid the fare himself. Next day the satisfied customer boarded the car and said "thanks for the loan yesterday," then dropped a dime in the fare box. Schroeder ground it through with an "I'm out a nickel" grunt.

"I'm afraid, doctor," said Mrs. Jones, "that my husband has some terrible mental affliction. Sometimes I talk to him for hours, and then find he hasn't heard a word."

"That isn't an affliction, madam," was the weary reply. "That's a gift."

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Motorman A. F. Bates is the proud father of a new baby girl, which visited the Bates' home some time last week. We don't know if this is the first one or not, but anyway we are getting all set for the cigars.

It has been reported that Conductor Urban, with a party of four, went fishing last Sunday down at San Pedro. The sport of fishing became rather tiresome to the ladies of the party so while the men fished, they decided to drive over to Long Beach. On the way over there they were hit by another auto and considerable damage was done to the Urban sedan. Now this is the story that Urban tells, but whether his wife was driving the car or not we cannot say, for Ed can tell some big fish stories at times.

Through unknown sources the news that will always out, came floating by that Motorman N. M. Millea and some maiden fair, we do not know her name, were married some time last week. We congratulate you, Millea, old boy, and wish you many years of happy married life. We hear that the Stephenson Owl will be open on the head end before long.

Conductor W. Erhmon is taking thirty days off to leave for the East on account of his mother being ill.

DIVISION 2

C. L. Christensen

The box for *Two Bells'* news is still hanging on the wall just as lonely and undisturbed as it was a year ago. Nothing ever worth while happens among the 500 trainmen at Division Two, that could be interesting for the lonely little box.

It seems like among such a large body of men who are out on the road in the crowded down town district during rush hours and in the outskirts of the city in the darkness of night, you would notice something new, something different, or a funny joke on your fellow trainman or on the public. Just jot it down on a piece of paper and when you come in off of your run tickle the lonely little black box at the entrance of the superintendent's office and I'll do the rest.

Come on now, don't be bashful.

Mrs. Madigan, mother of Clerk J. A. Madigan, has arrived from the old home in New York, and is at present visiting with J. A. Mrs. Madigan is so delighted with Southern California that she has made up her mind to establish a permanent home here.

Conductor L. Shelley, of Division Two, is one of the many who never reports late for duty, but being human he is subject to mistakes. One afternoon Mr. Shelley drove into the yard and after having tucked his sedan away in the last empty stall of the garage he found he still had considerable time before he had to report so he got the car ready and sat down to read. The mistake he made was, he kept on reading until an extra man appeared with the transfers. Shelley looked at his watch in surprise, went upstairs, reported, told the clerk how it was done, sat down to read again for an hour, until clerk hollered "all off."

During the last week Division Two has added two former trainmen to the extra list. They are Motorman G. W. Sharp, who resigned a couple of years ago and since then has been employed by the line department as truck driver, and Conductor J. A. Penrod, who took a notion a short time ago and made himself believe (he tried to make us believe it, too) that he could do so much better on an out of town job.

Who's Who



AS AN example of sticking to the job, thrift, efficiency, and success. Conductor William Elliott of Division Three has no superiors and few equals in the Los Angeles Railway family.

"Bill" was born in England, but left when he was a young fellow, and after spending six months in Canada landed in Chicago working on horse cars. Later he came to Los Angeles and entered similar service here 33 years ago.

When Division Three was opened in 1907, Mr. Elliott was among the trainmen who transferred from Division Two.

Mr. Elliott has been thrifty and a hard worker. As a result, he has been able to buy real estate of various kinds and has profited nicely, so that today his investments bring him a comfortable monthly income and enable him to make a trip to his old home in England.

Last Thursday Mr. Elliott sailed from San Pedro via Panama for Newcastle-on-Tyne, where he will visit his sister and brother for several months and return by way of Canada.

We don't know whether he did better but anyway he is back and says he is going to stay.

DIVISION 5

E. C. Tyler

Conductor F. D. Croff, who had the misfortune to be caught between two cars at 54th and Mesa drive about a week ago is in the Golden State Hospital and last reports were that he was getting along very nicely. Both Croff's legs were broken and his side injured, so that he will be confined to the hospital for some time and would appreciate a visit from the boys.

There was a time when the little *Two Bells'* box produced a little "copy" each Wednesday that helped to make Division Five column interesting. Then *Two Bells'* furnished a real pretty poster with the picture of a smiling trainman and a request that the men help to fill *Two Bells'*. Ever since I put up that picture the box has been empty. Now if I thought it was the fault of that poster, I'd take it down and if I thought it was the smile on that picture I'd rub it off, but I believe that you are just getting careless and have been letting "George do it," so I'm going to ask again for a story, a joke, a riddle or a rhyme. Come on, kick in.

There's a conductor working out of Division Five, his name is—we'll call him Frank. Now last week Frank had an invitation out to a friend's

DIVISION 3

H. A. Russell

Someone was riding downtown recently on Conductor S. A. Grave's car and he found that it was not necessary for Graves to request his passengers to move forward, as his Motorman No. 2311 relieved him of that job. For every time he made a stop he brought everybody that was standing to the front end. He had great control on the air, and as one lady remarked, "That motorman is some stopper."

Night Clerk Harry Gilmore was startled the other night by a terrific bang in the cash room and fearing that Mac had decided to end it all he called to him but no answer. Upon investigation it was found that Mac had been exploring one of the money car guards blunderbuses to see if it would really go off, and it did. Fortunately none was injured but the brick wall.

In last week's report of the prospective marriage of Conductor C. C. Beyers, the date was given as March 21st, whereas it should have been Apr. 21. We make this correction by request of C. C., as he says he couldn't possibly wait that long.

Conductor Moherlir, who has been on the sick list for several months, is gradually rounding into working condition again. He is now holding down a flagging job.

Ex-Conductor C. A. Shields, who left us several months ago, has returned to the fold, satisfied that a job with the L. A. Ry. is a pretty good thing after all.

Conductor H. C. Hales has resigned and we understand he is going into the real estate business.

Ex-Motorman L. A. Chambers, after several months' try-out on the police department, is back again and will proceed to buck the list again.

Our popular foreman, Dan Hanly, owing to a nervous break down, found it necessary to resign his position. The boys all regret very much to see Dan leave us, as he was well liked by all. After a few days rest we trust that he will be fully recovered and he will then take up his duties in another department. Our old friend, J. W. Allen, foreman of Division Five, has been appointed in Dan's place and we are all glad to see J. W. home again and wish him every success.

Conductor Vaughan is breaking in as Extra Register Clerk and no doubt will make good on the job.

Motorman J. F. Wright is breaking in as extra switchman and being something of an acrobat and full of agility, will no doubt be able to deliver the goods.

house for dinner. Frank went and had a good time 'n everything. Starting home Frank walked down to where the lights burn brightly and the tall buildings abound. He looked around for familiar landmarks and everything looked strange, he went over and read the street signs and that didn't tell him anything. Finally getting desperate he walked over to a man and said, "Say, Mister, could you tell me which way south on Moneta is, I'm a stranger here."

Now Frank has been working the back end in Los Angeles for ever and ever so long and we don't think there should be any excuse for him getting lost, even if he did have a good dinner 'n everything.

'Blackie' Calloway says, "Some folks are 'shore' absent minded. Man got on my car yesterday, spat in the fare-box, threw his nickel out in the street

DIVISION 4

C. J. Knittle

Courtesy Week starts Sunday, April 15. We all know it. Eh, partners? "Yes, ma'am," "No, sir," "Please," "Thank you," "Beg yo' pardon," "Yo, welcome," "The star Spangled Banner," "Home Sweet Home," "Now I lay me—." We have all that down pat. But harken, motorman: A courteous pilot does not start his car until all passengers are safely aboard, he allows aged or infirm people a few extra seconds when they are making a reasonable effort to get his car. He never starts with a jerk (mechanical defects expected) and if he would be a wee bit above the average he will call the streets in zone 1. The courteous conductor never forgets the rule regarding the calling of streets. He cultivates a pleasant tone of voice to request passengers to move forward and also in refusing void transfers. He wears a pleasant expression and when asked information, he gives it intelligently. *He is the chief representative of the company.* To him, Courtesy Week should have the greatest appeal. Are you all set, fellows? Step forward, please!

Motorman A. F. Kiefer was appointed regular night switchman last Saturday.

Sheriff Traeger called upon the Civil Service Commission for a jailer last Saturday and was handed two names. One was our genial clerk, D. E. Croushorn. The other was a former jailer and his experience caused him to land it. "Crous" is next up for the position. We'd hate to lose you, Crous, but wish you luck just the same.

Car Inspector No. 4 was looking for trouble at 7th and Broadway last Monday afternoon when a man approached him and asked how to get to Bimini Beach. After a little correcting and directing, the man went on his way. "Gee," he grieved, turning to the writer, "I should have told him to take an orange colored car marked Long Bath."

Motorman M. Zoll is taking a thirty-day vacation to build up his health.

The chief boner of the week is credited to Motorman T. K. Kennedy, of Pico line. His first half is composed of three round trips and then he is relieved. Last Monday morning he was approaching Georgia Street on his second round but according to his own peculiar way of thinking, it was his third. To add to the evidence, a motorman off duty boarded the car to ride up town. Kennedy climbed off and started up Georgia street to the barn and the report has it that his conductor had quite a time convincing him that the trainman who had boarded the front end was not his relief and that he had better finish his shift.

Motorman C. B. Blackman went on a thirty-day leave last Saturday to build up his health. Three days later he called in that he was O. K. and would return to work. We don't know what "Mr. Givney" thinks but you sure have a good doctor, C. B.

and then got insulted when I told him he hadn't paid his fare."

Conductor E. L. Vaughn and Motorman M. E. Phalen have both taken leaves of absence in the past week on account of their health. Vaughn expects to leave for his home in Oklahoma at once. Motorman Phalen states that he will be in San Pedro.