

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

Ten Supervisors Added to Staff

SAFETY CALLS FOR CLOSE ATTENTION TO RULES

By John C. Collins
Supervisor of Safety

The most important thing for the new man is to learn the rules and the correct interpretation of their meaning. Rules are for guidance, based on the experience of other men.



When a number of experienced men get together and formulate a set of rules, such rules are right, and should be followed,

if not to the letter at least to the spirit, then the man is right. As soon as you start to violate a rule, you are wrong, the opposite of what you should be, and the result produced is not the result expected, but the negative result which is always produced by the violation of what is right and positive.

Over-Anxiety Dangerous

This last shake-up caused considerable trouble. Experienced men as well as the unexperienced, seemed over-anxious.

Do not run the car ahead of you or the one that follows you—just run your own car. Observe the rules on the new line as you did on the old one.

This is especially true of the road space rule. The person who says you lose time by living up to this rule, doesn't know what he is talking about. You gain time instead of losing time. Order beats disorder any place, any time.

The one hundred-foot stop is still a rule any place in number two zone where you may be closing up on a car ahead of you. You have 500 feet in which to prepare to make it.

At a place like Jefferson and Main where a supervisor is stationed during the rush hours and he requires it, a man should close up to about 10 feet from the car ahead, only after making the regular one hundred-foot stop back of the cars blocked at Jefferson street.

Follow Road Space

Many men are over-anxious in number two zone.
(Continued on Page 3, Cols. 2-3)

Company's Interests Hit By Unfair Bus Proposals

THE Los Angeles Railway is confronted at the election Tuesday by a situation which is of vital interest to every employee.

A bus corporation which declines to assume any of the service responsibilities carried by the railway, is seeking to get the cream of profitable business by serving the short-haul territory.

It is well known that the profit from the short-haul business makes it possible for the street railway to finance the expensive long-haul, and to make extensions and improvement of service.

If the profitable short-haul business is to be diverted to the bus corporation, the company will have serious difficulty in financing necessary improvements.

The company's interests are the employees' interests.

The bus corporation is against the interests of the majority of Los Angeles citizens because 44 per cent of the routes would be on streets that have street car tracks.

The bus corporation is making an effort to repeal the present ordinance which prohibits operation of busses in the downtown district, and its speakers have clearly indicated the intention to operate in the downtown section despite the printed literature to the contrary.

The busses propose to charge 10c fare for a shorter ride than the Los Angeles Railway gives for 5c.

The busses will not carry school children at one-half fare and will not carry more than two free riders on a trip.

The bus corporation's proposal comes at a time when extensive plans for improvement of transportation service for Los Angeles as a whole are before the city and state officials.

To cut off the revenue which would make these improvements possible is to hamper the development of Los Angeles, because the greatest growth is in the districts beyond the short-haul area.

It is to the interest of every employee of the Los Angeles Railway to vote "no" on the two bus proposals, numbers 5 and 6 on the ballot next Tuesday, May 1, and to present the above facts to friends and urge them to vote the unfair bus proposition.

Safety Flag Rests At Division Five

The only drawback to winning a safety contest is that it requires a speech. Not that the audience did not enjoy hearing the popular Supt. "Shorty" Morrison wax oratorical when the big flag was presented at the monthly dance, but "Shorty" is low in his mind about oratory of any kind and particularly his own.

John Collins, safety chief, made a good talk and Supt. Wimberly of Division Four surrendered the trophy to the new champion.

Patient—Is my mouth open wide enough, dentist?

Dentist—Oh, yes, ma'am! I shall stand outside while drawing the tooth.
—Answers (London).

Six More Trains Put on Line "S"

Six two-car trains have been added to morning and evening service on line "S." This gives nine trains in the morning rush period and 12 in the evening, supplementing the single units.

Joe Rutland Ends 10 Months' Auto Trip

Joe Rutland, former soldier, cash receiver and general good scout, has returned to Los Angeles after a ten months' auto trip throughout the country. The trip was made for the benefit of Mrs. Rutland's health and the many friends of Joe will be glad to know that "the missus" is quite well again.

SUCCESS OF NEW SYSTEM WARRANTS INCREASE

Ten new men will be added to the staff of supervisors, giving 43 men on traffic work, according to W. B. Adams, assistant director of traffic.

With the additional men the plan of one line supervision, which was introduced last February, will be extended. The additional men will make it possible to have a supervisor on each end of a line during the morning and evening rush periods, when a number of trippers are operated. In the mid-day and night periods there will be one supervisor on each line who will travel over the route and keep track of service from strategic points.

The line supervision plan is now effective in the daylight hours and it is proposed to continue it during the greater part of the night.

General service has been greatly improved by the new plan. One of the biggest improvements has been the reduction of turnbacks.

With the additional men responsible for service and observance of service and operating rules, still greater improvement is anticipated.

TRACK WELDING MACHINE HERE

A new Lincoln welder has been received at the Vernon Yards. The machine will be mounted on one of the two auto trucks used for this work.

One of the trucks has two welders so that work can be done on two joints at the same time. It will be necessary to lengthen the other truck before the second welder, which has just been received, can be installed and put in service.

Telephone Operator Goes on Vacation

Jennie Shand, our polite, accommodating, genial, silver-voiced, red-headed telephone operator, has gone on a vacation trip of two weeks to Yosemite. We expect her to return even more polite, accommodating, genial, silver-voiced, red—.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

Complaints That Help

COMPLAINTS are divided into two classes. On one hand we have the kick of the chronic grouch and on the other hand the complaint that points the way for improvement of service. Two of the latter type of suggestions have been received from a patron living near one of the terminals of line "M". The two points he mentions in which improvement can easily be made are as follows:

I refer, first, to the conductor's practice, when nearing the terminus, of going through the car (I have in mind particularly the two-car trains) and reversing the backs of the seats, making no exception of the vacant seat in front of a seated passenger, exposing that passenger to the unpleasant (not to say, painful) sensation of being forcefully and forcibly struck on the knee or shin by the bottom of the seat in front, which has a fore-and-aft motion of several inches when the seat back is reversed.

I refer, second, to their practice of not opening the side exit doors (in the center entrance cars), when reaching the terminus, which results in leaving and entering passengers getting in one another's way, as some of the latter will always try to squirm by the former, instead of waiting until all the departing passengers have left.

Such suggestions are welcome. They show how service can be improved by directing attention to something which may have been carelessly overlooked.

Bouquets That Help

THE publication of a column of letters commending individual trainmen week in and week out is a healthy indication of how the general public appreciates good service.

These letters usually come in faster than Two Bells can print them. At present there are enough such letters on hand to fill up several editions. They throw a lot of interesting light on a trainman's job of selling service, in addition to operating a car and collecting fares.

Many a good deed is done without coming to the attention of officials of the company. The satisfaction of having done a good deed is a reward in itself, but when passengers take the time to report these acts to the company, it is encouragement to a trainman to live up to the good standard at which his passengers have rated him. In this way passengers contribute toward better service, just as real service complaints point out how defects may be remedied.

Things We Would Like

By a Motorman, Div. 5.

Turn table at all inter-sections, enabling crew to fill up front end of car by turning same around.

Book of instructions for all motormen who handle air valve like a water faucet.

A cinder track on the roof of Division Five so the heavy weights can reduce.

A way of "ducking" a supervisor when you're running sharp.

A general shake-up resulting in the reversal of the extra board and

putting all regular men to the foot of same.

A bonus for missing out.

A controller with 18 points.

Something that will make you pray when you feel like swearing.

A conductor with more brains than nickels.

A side-track to the office door for the purpose of delivering cars to motorman at door, thereby preventing crew from being exposed to rainy or inclement weather.

Found in TWO BELLS box—Thanks.

DON'T CALL ME NAMES!

A tall, strong man walked into a shop.

"I want to get a set of lady's furs," he said.

"What kind?" asked the male salesman.

"That brown set in the window will do if it's not too dear," replied the tall, strong man.

"Oh, you mean skunk?" said the salesman.

The salesman is still in the hospital.

The cave man sat in his cave, gnawing at a bone when the cave woman rushed in in a state of great alarm. "Quick, get your club and hurry," she screamed.

"What's the matter?" the cave man interrogated.

"A saber tooth tiger is chasing my mother," said the cave woman.

The cave man assumed an air of annoyance. "And why the deuce should I care what happens to a saber toothed tiger?" he cried.—THE WASP.

BULLETINS

Issued April 16, 1923

BULLETIN NO. 61

Motormen and Safety Car Operators

Motormen and Safety Car Operators must distinctly understand that no car is to be moved at point governed by automatic traffic signal until the second bell rings, or the "Go" signal shows.

This applies with equal force at points where cars move on the "Stop" signal as at other points.

BULLETIN NO. 62

Notice to Conductors

The following passes are reported lost:

No. 1571—Issued to W. E. Dickenson, Repairer, Mechanical Dept.

No. 2938—Issued to Mary P. Tuffing, wife of Motorman A. E. Tuffing of Division No. 3.

No. 6065—Issued to R. C. Braine, Conductor, Division No. 2.

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

P. B. Hill
Supt. of Operation.

Maybe Mrs. Gale Blew away Before Reaching Vermont

ALL the seats for the regular performance had been sold on car 651 inbound from Hawthorne in the busy morning rush hour and Conductor B. Jones was right on the job.

At Vermont and Santa Barbara a lady alighted and as the proceed signals were tinkling along the bell cord to the motorman, she turned quickly and said, "Oh, Mr. Conductor, will you go up front and call Mrs. Gale."

"Is she on this car?" asked Jones quickly.

"Well, I don't know," she answered, "but she was to ride in with me and get off at Vermont. Maybe she didn't get on the car."

"Maybe Mrs. Gale blew away," suggested a smiling back-ender as the motorman wound up the controller.

DIV. 1 BUILDING CONTRACT GIVEN

The contract for building the addition to Division One and remodeling the offices and waiting room, has been awarded to the Los Angeles Building and Contracting Company. It is expected that work will start within a week.

The new building will face on Central avenue and extend back 262 feet.

Only the best blades keep their temper.

More ex-Trainmen Return To Flock

Motorman J. L. Price, who resigned a few months ago, met some trainmen of Division Two one day last week and J. L. was informed by them, of the increase in pay—well, short and sweet, he is back on the job and likes it better than ever.

Two more of our old Division Five men have returned during the past week and both say they are glad to be back. They are Motr. H. T. Smith and Motr. L. H. Campbell.

EARLY RISERS TO GET MORE SERVICE

Los Angeles is getting up earlier in the morning, according to traffic checks made on various lines. The travel on the early cars has been such on East First, East Seventh and Brooklyn avenue, that additional trips have been ordered. Service has been "thickened up" on East First and similar improvement is to be made on lines B and R soon.

Being careful does not cause accidents.

Stork Kids Kidd; New Kid is Girl

The old bird Stork became quite kiddish the other day and thought he would kid Cond. W. W. Kidd along by arriving at his home with a brand new kid in the form of a beautiful baby girl. This makes a pair of queens in this family and, of course, W. W. is all swelled up over the fact. He says that he only has two kids, but there are four Kidds in the family. Figure it out. We are pleased to report mother and babe doing fine.

"Waiter," said the customer after waiting fifteen minutes for his soup, "have you ever been to the Zoo?"

"No, sir."
"Well, you ought to go, you'd enjoy watching the turtles whiz past."

Little Stories OF Street Car Life

Have you ever observed the different way and peculiar manner in which different passengers will designate when they wish to get off a car. Some will snap their fingers at you, others will walk up to the exit and say, "All right, Con," while others won't say anything at all. There are many more too numerous to mention, but the one that brought out the laugh from the gang on the back end, came from a dapper youth of about 17. This happened on the West Adams line, the Con had been calling the streets. As he passed Vermont he called "Romeo." Up jumps this Lothario with "that's me." Sensing in a moment what he meant, the Con, with a sense of humor, said, "You don't look much like a Romeo!"

"Boy but I feel like one and if you see me when I get back, I'll have a lot more experience to relate, because I'm going right now and practice up with a Juliet that is some teacher."

She—"And when you told him I was married did he seem sorry?"

He—"Yes. He said he was very sorry, even though he didn't know the fellow personally."

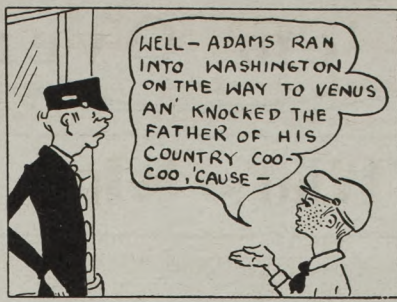
P'an Changes In Division 3 Carhouse

The drafting department is making drawings for new locker rooms and a new foreman's office at the Division Three shops. They will be located in the northwest part of the building and will greatly improve the facilities there.

Carpenters have been at work for some time repairing the Division Three pits.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. A. J. Hathwell
Los Angeles Railway.
Gentlemen:
Please accept my congratulation. A few days ago I had an opportunity to board a street car on 7th St., the conductor, No. 2302, acted in such a polite and extraordinary courteous manner that not only myself, but several other people in my party requested me to call your attention to this matter.
Beg to remain,
A. VON BODE,
214 Mason Opera House, City.

For Condr. T. Thorenson, Div. 4
Los Angeles Railway.
Gentlemen:

The conductor of your No. 197, "N" line, which passed the corner of 9th and Alvarado Street west bound at 4:45 yesterday evening, is entitled to commendation for the services which he renders the traveling public.

Ninth Street, as you know is very narrow, and I was traveling pretty close behind his car last evening in an automobile and for the first time in the sixteen years I have driven by automobile in this town, I received a stop signal from a conductor. As he neared the corner, he pushed out his arm straight out in regulation stop signal and when his car stopped, he stepped to the ground with a baby buggy and then assisted a woman and infant off the car. It was all so courteously and expeditiously done, that it was a pleasure to witness.

While I am writing to you on this subject, let me also make commendation on the man who is stationed at the junction of 9th and Spring Streets every afternoon. He is just as active in furthering and assisting automobile traffic as he is to the patrons of your lines. His courtesy and activity in the effort to further the traffic at that congested corner, are very commendable.

Yours very truly,
A. W. REDMAN,
Security Bldg., City.

For Condr. H. Dean, Div. 5
Los Angeles Railway.
Gentlemen:

For three years I have ridden on the Grand Ave. car in charge of Conductor No. 1584, and this is an opportunity to report him for his unflinching good nature, courtesy and his efficient service. He makes room for us—calls us in from the steps in a pleasant manner, and when this morning one gentlemanly ??? patron called him a liar regarding a fare and another of the stronger sex told him the company should take away the stools, which the Lord knows Conductor No. 1584 uses as an observation tower from which to cast his eye over the crowd and corral the reluctant nickels, I determined to let you know that in Conductor No. 1584 you have a thorough gentleman and a man loyal to your company. He has been insulted time and time again, made the butt of all manner of jokes regarding your service and has been pleasant through the entire matter.

I know I am voicing the sentiment of a large number of woman workers on that particular line. I want to thank your company for this man and may his tribe increase.

Sincerely yours,
MERNA REMINGTON,
600 Metropolitan Bldg., City.

For Condr. J. D. Randolph, Div. 4
Los Angeles Railway.
Gentlemen:

I write to inform you of the courtesy of your conductor, No. 1356, on the "W" line.

About two weeks ago I was hurrying to the city on important business, when, just before boarding the car, I discovered that I had forgotten my purse containing small change. I had a \$5.00 bill in my handbag. The car was crowded and many were getting on at each stop. The conductor kindly permitted me to sit on his stool until he had time to make the change.

Sincerely and courteously yours,
(Signed) MRS. N. A. WOLLAM,
164 East Ave. 56, L. A.

IMPROVED ELECTRICAL FACILITIES FOR SHOPS

A new high-line tap is being installed on 54th street at the main shops for a proposed new transformer station, which will serve the shops instead of carrying the power from the Slauson substation. This change will give more space in the Slauson substation for new generators when needed.

Plans are being prepared for the motors and other electrical machinery

in the new mill, where the company will build its own cars. This is part of a plan for modernizing motor equipment throughout the shops by changing from two-phase motors to three-phase equipment. There are more than 60 motors used in the main shops and the work of changing the electrical equipment will probably take two years or more.

SAFETY DEMANDS CLOSE ATTENTION TO ALL RULES

(Continued from Page 1, Col. 1)

ber one zone. There is no need of an accident in this zone to the man who understands this road space scheme. Most motormen run up to the car ahead of them in this zone at too high a rate of speed when there is absolutely no necessity for it. When south-bound you are on a slight down grade. Do you realize your car may develop

air trouble, broken brake rod or other things may happen which might be disastrous?

Conductors did a great deal better than the motormen in the change. Things must be conducted along certain established lines. The man who does as he pleases, seldom pleases anyone, in the long run, not even himself.

Introducing New Men

The following men have been assigned to their divisions during the week ending April 21, 1923:

DIVISION NO. 1
Motormen—A. Hirlaman, W. H. Moore, P. J. Nolan, J. F. Strickfaden Jr., S. Hoydic, J. V. Wilburn, F. L. Hodson.
Conductors—T. Druin, C. L. Prickett, E. Lee, E. R. Terrill, W. C. Howard, R. W. White, R. W. Johnston, T. Hamblin, S. O. Lorona, Jr., Van Aarde.

DIVISION NO. 2
Motormen—C. S. Loucks, J. L. Price, W. A. Dallas.
Conductors—W. W. Freeman, G. E. O'Bar.

DIVISION NO. 3
Motormen—S. Kerr, W. H. Northrup, R. L. Davis, C. E. Jewett, R. J. Schneider.
Conductors—W. F. Rusk, H. P. Ernst, H. W. Cardoza, L. A. Hamm, F. B. Love, A. A. Corbett, J. Ungefug, F. Cronin, W. E. Smith, W. Vandermeij, A. Niece.

DIVISION NO. 4
Motorman—G. S. Mattern, Jr.;
Safety Operators—H. W. Kammeir, C. Early.
Conductors—L. McParland, S. Sloan.

DIVISION NO. 5
Motormen—J. H. Chaplin, P. F. Reynolds, E. S. Swift, H. T. Smith, L. H. Campbell.
Conductors—L. L. Hiller, R. P. Redden, O. A. Katon, E. J. L. Flaherty.

Find your work—then work your find.

For Condr. A. A. Harper, Div. 3
Los Angeles Railway.
Gentlemen:

This morning, on boarding a city bound U car at 16th and Figueroa, I discovered that I had left my purse at home.

Conductor No. 16 most courteously loaned me a nickel and did it so kindly that I was spared all embarrassment.

I surely appreciated this and am enclosing a nickel for "Cap No. 16" in this letter.

Very truly yours,
MRS. HELEN R. WAITE,
Safe Deposit Department,
California Bank, City.

On the Sick List

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

DIVISION NO. 1
Conductors—O. Arguello, 2628 E. 4th St.; D. L. Greenfield, 1104 Delphi Ave.; O. F. Surman, 912 Maple Ave.
Motorman—G. W. Holton, 808 W. 11th St.

DIVISION NO. 2
Conductors—A. R. Hanson, 3819 S. Vermont.
Motorman—W. Meier, 603 1/2 E. 7th St.; C. A. Bryan, 4620 Wall St.; L. A. White, 717 W. 83rd St.; A. G. Johnson, 219 W. 58th St.; O. L. Harrison, 201 E. 47th Pl.; J. M. Graves, 1029 E. 45th St.; J. Homolac, 149 E. 53rd St.

DIVISION NO. 3
Conductors—C. E. Vassar, 813 E. Sycamore Ave.; C. R. Meeds, 2626 Jeffries Ave.; L. H. Parker, 2267 Arroyo Seco; G. C. Muse, 6121 York Blvd.; L. J. Hinson, 1619 Champlain Ter.
Motormen—W. W. Yates, 5925 Monte Vista; F. O. Heebing, 125 W. Burchett St.; R. E. Minkler, 3435 Marmion Way; T. A. Chambers, 2429 N. Broadway.

DIVISION NO. 4
Conductor—D. W. Gibbs, 940 1/2 W. 12th.
Motormen—D. F. Martin, 1596 Bond St.; W. Doovas, 743 E. 17th St.
Operator—C. G. McDonald, 901 Winfield St.

DIVISION NO. 5
Conductors—F. C. Hawthorne, 1227 W. 49th St.; J. A. Lawes, 11210 Oxford Ave., Lennox; M. S. Donovan, 1253 West 60th St.
Motormen—J. F. Davidson, 1714 West Vernon Ave.

I used to love my garden,
But now my love is dead.
For I found a bachelor button
In my Black-eyed Susan's bed.

For Condr. A. O. Reynolds, Div. 2
Los Angeles Railway.
Gentlemen:

I wish to take this opportunity of thanking Conductor No. 768 for the courtesy he showed me when I had the embarrassing misfortune of getting on a Western Avenue car without any money in my pocket. Kindly forward the enclosed stamps to him.

Thanking you, I am,
Yours very truly,
(Signed) L. Waters.
care C. H. Wolfelt Co. "The Bootery."

On The Back End (Contributed)

Ding: "Why is a good motorman like a good baseball pitcher?"
Dong: "Why?"
Ding: "Because he has wonderful control."

WHEE!
Pat: "Mike, you know those busses put me in mind of a airplane."
Mike: "Is that so?"
Pat: "Yes, they're no good on earth."

Getting through traffic from MAIN you SPRING to BROADWAY, then up the HILL to OLIVE. Now wouldn't it be GRAND if we could HOPE to pick a FLOWER on FIGUEROA? CONDR. No. 2822 on the "U" line.

Abe: "And where do you take your family on your vacation, Isidore?"
Isidore: "To Africa via Mexico, and coming back we stop off at Chicago and Indiana, and we get off at Brooklyn."
Abe: "Gee that's a long ride, and how much does it cost?"
Isidore: "A nickel, we take the Hooper avenue street car."

A Dutchman got on a street car and paid his fare. Pretty soon somebody else got on to help pack the car and the conductor cried: "Move up there!" Again and again the conductor ordered "Move up!" as folks got on and when he came to get off, the Dutchman asked the conductor for his nickel back.
"Why?" asked the conductor.
"Well," replied Dutchy, "I haf been valken all de vay!"—Ex.

Negro Aviator (making a loop): "Sam, 'ah bet 95 per cent of dem coons down deer that we was goin' to take a fall."
Sam: "Uh' huh, an I bet 50 per cent of us up here thought the same thing."
B. B. B., Div. 5.

To Whom It May Concern:
If you fellows at Division Three don't like the way H. W. Gilmore writes, you know what you can do. I think he does fine even though it does look like he uses a switchhook.

Conductor George Moore, who has a run on the West Sixth line which runs by the Ambassador Hotel, says the other day a "rauther" dapper looking gent boarded his car and wanted to know when they reached the Ambassador Hotel. George informed the gentleman that he would be delighted to grant him this favor, so when they reached the hotel the passenger was duly informed. On leaving the car the passenger turned and threw a dime into the fare box and said, "there you are, old top! You and your motorman buy yourself a smoke."

For Condr. Z. McBride, Div. 5
For Condr. A. Blisl, Div. 3
Los Angeles Railway.
Gentlemen:
Among the conductors whom I can especially commend for courtesy, I can mention numbers 2276 and 2632.
F. W. WHITNEY,
128 North Royal Drive,
Eagle Rock City, California.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Last Wednesday I worked the Pico Owl, and on getting home at 7:00 o'clock in the morning, I sneaked right into bed and in the meantime my wife went away for the day, setting the alarm clock. However she failed to fix it so it would ring, so about 8:00 P.M. that night she returned and there I lay snoozing on. I got up and made for the drug store to explain to the night clerk why I was not there at 4:38 P.M. that afternoon. I started in to explain it all from the start to the finish, but I was stopped in the middle of my little speech with, "Say, do you know what Bulletin No. 24 says?" Yes, I remembered only too well, so I dragged myself down the street towards home and as I walked along I thought of the little lines:

"It is sweet to be remembered,
And a pleasant thing I find,
That though you may be absent,
You still are kept in mind."
D. B. GILMORE.

Our idea of a good way to spend that raise is to put in an order for a new uniform. A nice new uniform just fits right in with these spring days. To be dressed neat not only makes a fellow look better, but makes him feel better and do his work better.

Conductor K. J. MacPherson motored over to Riverside today to attend to business matters.

There will be much relief among those concerned, both trainmen and office force, when the new building is finished. It is hoped that there will be a locker for everyone and the office will not be used for a storage room for everything from a uniform cap to a changer.

DIVISION 2

C. L. Christensen

There is a rumor around Division Two that our well known conductor, F. R. McPherson, is about to commit matrimony. Mac seems unwilling to discuss the matter at the present time, but did promise that he would let us know if anything should happen, so we are waiting for developments.

Conductor A. C. Hansler left the city recently to spend a few weeks, or perhaps months, on his brother's ranch in Victorville, Cal., on account of failing health. We hope the country air will do you good, A. C., and to have you back with us again, soon.

Motorman D. D. Cellers, who has been under the weather off and on for the last few months, has decided to go to a local hospital early next week to undergo an operation for the removal of his appendix. We wish for D. D.'s speedy recovery.

Conductor F. H. Duncan is back on the cars again after a short leave of absence granted him, for the purpose of giving a letter carrier's job a trial. At the end of 30 days, F. H. decided to return to Division Two to his old job and we are glad to have him back.

Conductor R. H. Barnard, who has worked at Division Two for a number of years, recently decided to give Division Five a trial, so he got a trade fixed up with R. A. Eisenhart of the sea gulls.

The baseball season is again in full swing, according to Motorman J. E. Bourland, who chose a short run, going to work at 6 p.m. in order to attend the daily games. And Fatty Munn, oh, no, we can not forget you. The first thing fatty says, when reporting for his run at 5:30 a.m. is: Be sure to let me off this afternoon, there is a big game going on! Sorry, A. T., you know how short we are of motormen, and for that reason we can not

Who's Who



THE trouble with a name like Smith, is that a fellow can never have a classy collar named after him, but just the same he can get a lot of pleasure out of life. Such is the case of G. M. Smith, traffic man at the Temple block, who handles loading and helps generally in the movement of cars at that important point.

The occasion of using this picture is that Smith has been identified as the employee mentioned in an enthusiastic commendation printed last week, and received from a patron who said she never found discourtesy in 37 years' experience with local transportation, ranging from horse cars to electric cars.

Smith started in 1906 as a conductor at Division Two. For the past two years he has been on traffic work. Before coming to Los Angeles he was in the Elgin watch works at Elgin, Illinois. Smith and his wife have a happy and comfortable home at 710 West 48th Street.

always accommodate you, but some of these sunny days we will be asking you to take a day off to see the big game.

Don't forget to go to the polls next Tuesday and cast your vote, it is your duty as a citizen.

DIVISION 5

E. C. Tyler

HOW TO GET A DAY OFF AT DIV. 5 First we see DeMuth, the clerk, And ask if we can't lay off work. He will say, "Indeed you can't." So next we see our Foreman Grant, And if he says, "No, work your run," We inquire of Morrison, But if he says, "It can't be done." You know the rest—we work our run. Then if we work and get no rest, It's just because the Boss knows best. H. W. B., Div. 5.

The other day coming out Grand Ave., a man came up to me and asked to be let off at 20th St. I said, "Sorry, sir, but the stop is at 21st." A little old lady, who had been sitting close to me in the center section, jumped up and said, "Good heavens, let me off I thought this car went as far as 28th St." J. H. FIELD, Div. 5.

"How is it, Abie, you never pay any fare when you ride on a street car." Abie. "Shuh, don't say nutting, I walk in backwards and the conductor tinks I'm going out." J. H. F., Div. 5.

The safety pennant is again at Division Five and the men of this division have been complimented on the good fight they made to win this contest.

Now let us go ahead and show that we can be the "banner" division in holding the low percentage of respon-

DIVISION 3

H. A. Russell

The old safety pennant was presented to Division 5 and will remain there for the summer, whereas it should have come to this division, as this is logically the home of everything worth while. Now that there is no contest on is the time to practice and get ready for the next one, as we have just got to get that old flag back here. Although this division has lately received a large increase in runs, the accident reports do not appear to be on the increase, which ought to be a criterion of the quality of new men that we have. This, coupled with the fact that we have J. W. Allen with us again, augers well for our success in the next spasm. In the meantime, keep your eye peeled and the flag will come back to where it belongs, at Division 3.

Ex-Cond. W. E. Smith, who left us a few months ago, is back with us again and is satisfied that a job at Division 3 with the L. A. Ry. is a pretty good thing after all.

A. R. Miller, our register clerk, has been off on sick list for a few days, his place being taken by Cond. F. A. Vaughan, who recently broke in as extra clerk. F. A. claims that it is some job all right.

Extra Cond. Hamm, through an error the other day, was placed on the motorman's side of the work sheet. In drawing attention to the fact, he stated that he was on the rear end. Yea, verily, most ham's are.

As the time approaches for the vote on busses or no busses, it behooves everyone of us to get busy and line up our friends on the right side and see that they get out and vote, as this is a matter of vital importance to the company. It is our duty to get busy and swat the buss, so if you have a vote, use it, also your wife, and get your friends to do likewise and we will snow them under.

Ex. Mot. D. C. Nelson, who was recently appointed towerman, whose job is mostly looking down, reports things as looking up and from the look of his new bus, we believe it, as it is a beaut. Charlie is a nerve specialist on the side and reports business as good.

In last issue I mentioned the fact that an easy way to earn some extra money for vacation time for early night and daylight men would be to work either an A.M. or P.M. tripper, and quite a few are taking advantage of it, but there is still a good chance for some more mortormen. See Mr. Allen, he will be glad to line you up.

sible accidents during the summer months, as well as when the contests are on.

SUPT. C. A. MORRISON.

Conductor A. McCurry called for his run the other afternoon and in 3 minutes was back demanding a motorman, RIGHT NOW. It took two clerks and several trainmen to convince "Mc" that he was just one hour ahead of schedule.

Cond. No. 2382 of Division Five says, "that it would be a good idea if the boys who have caps with leather tops would keep them shined, and that "Eddie" will do the work. "Eddie" also rises to announce that he is now prepared to clean, oil and repair changers.

The deepest sympathy is extended by Division Five to Conductor John Forbes, whose son, John W. Forbes, was drowned last Sunday at San Pedro in a collision between a tug and a tank steamer, the tug sinking.

Many of the men will remember Jess Forbes, as he worked as motorman out of Division Five in the early part of 1922.

DIVISION 4

C. J. Knittle

The midget conductor, "Shorty" Bryant, has left the service. It's a calamity—losing all that notoriety—but down in Imperial Valley Shorty is proving he can do a man sized job. He is farming twenty acres of land.

The following conversation between Dispatcher Charley Pelsue and G. P. Macqualter, night repairman at 7th and Broadway, was overheard over the phone last Saturday: "Say, Charley, change off No. 1264, she's got a B. O. group"—"Alright, Mac, (pause) Say Mac, what's a group?"—"Why, don't you know what a group is?" (giggles.) A bunch—several—three, four, or more of a kind." (There was a noise like a falling body at the other end.)

Conductor C. A. Bryant is taking an eight-day rest.

Motorman Recard was smoking a cigar a few days ago. One of the trainmen, knowing that Recard doesn't spend money that way, asked him how he came by it. "Well it was very simple," answered Recard. "Our car was westbound on Pico and I had her on nine. A man came forward to the exit gate so naturally I stopped at the first stop, but when I opened the gate he failed to alight—just stood there. I asked him if he didn't want to get off and in a very superior, snappy tone, he told me he'd tell me when he wanted off. We started and had gone about three blocks when he turned to me and asked if the next was Normandie. I told him it was. I had to slow up for a truck that came speeding out of Normandie and as I shoved her in high again, the man exclaimed, "What's the matter with you? I wanted Normandie!" I reminded him of his previous remark that he would let me know when he wanted off. "I did let you know," he shouted. "No, mister," I replied, "you asked me if the next was Normandie, but you didn't say you wanted off there." The man was silent for a moment. Then he burst into laughter. "By golly, motorman, you win," he declared with a light pat on my back. "Here's a smoke. Let me off some place." You're alright—and clever, I'll say!"

"So that's how I come by the smoke," says Recard.

The appeal for news in last issue was well answered and the scribe thanks all contributors and hopes you will come again. Most of the articles were clippings—some against the proposed motor busses, which of course, is too political for this column—but it all shows interest and co-operation, so don't weaken, fellows of Division Four—this is your column.

A CYNIC'S EXPLANATION

"Wonder why women kiss when they meet."

"I guess it's a sort of apology in advance for what they intend to say about each other after they part."—Boston Transcript.

MAKE BELIEVE

Let's play a game called Make-believe
And keep it round awhile,
And when we're feeling sad and blue
We'll Make-believe and smile.
And when the world is cold and glum
And some folks prove untrue,
Just Make-believe the worlds all right
And Folks are all right, too.

I've played the game called Make-believe
For many, many years,
And laughed and played with Make-believe
To cover up my tears.
Till now at last this Make-believe
Has come so close to me,
That I can almost Make-believe
The best is all I see.

Teacher (to class in Natural History)—"what kind of birds are frequently kept in captivity?"
Tommy—"Jail birds."