

1000 Cars to Run Christmas Week

TWO NEW BUS LINES TO START

Short line service was established on the Wilshire bus line November 25, whereby half the buses run from the downtown district, Fifth and Olive streets to Wilshire and Rossmore, giving a 10 minute headway and the others run to Wilshire and LaBrea on a 20 minute headway. This change was made with a new schedule and was the cause of a general choice of runs in the bus division. This will probably be the last general choice for all bus operators, and hereafter open runs will be put for bid.

About December 20 bus service will be established on Vermont Avenue and Sunset boulevard. Buses will operate from Laurel Canyon drive via Sunset to Vermont, to Eighth, to Olive, to Ninth, to Grand and returning via Eighth street. This service will be operated by the Los Angeles Motorbus Company and will be governed by the same rules regarding fares and transfers as are in force on the Western avenue line.

At the same time the Sunset boulevard-Vermont line is started, hourly service will be given from 7 A. M. to 6 P. M. from Ninth and Olive streets to the field house at Griffith Park. The buses will run via Eighth, Vermont and Los Feliz road, to the park entrance and then to the field house.

Banana Famine Finally Fixed

Sam Bevilacqua, a foreman of the track department, who gave some of the Mexican track laborers lesson in Italian cuss words during his spare time, has seen the great demand for bananas throughout the land and has taken 90 days' leave to establish a fruit business.

Sam's name translated is "drink-water," according to W. M. Morgan, the Swedish linguist of the main offices, and appropriately enough Sam started as a water boy in his 'teens. The future banana baron listed his length of service in various occupations from oiler to foreman and produced the startling information that he started in street railway work at the age of seven years.

Good luck, Sam, and don't let the customers throw the banana insulations on the sidewalk.

Leaves Cushion; Brings Garbage Pail To Work

An amusing incident occurred the other morning: It seems that Motorman L. M. Runyon, one of the popular old-timers of Division Three, had received strict orders from the head of the family to carry the garbage can to the curb on his way to work. Now, L. M. also had his cushion to take with him, and when it came time to leave home he dropped the cushion at the curb and arrived later at the Division swinging the garbage can.

Some headwork, Runyon, old top.

CONDUCTORS' RULE SHEETS PREPARED

The 1924 "instructions to conductors" will be ready about January 1. The instruction department is now preparing the sheet which will include the latest regulations. One of the new features will be rules governing bus fares. A few additions are to be made to the hat check rules on line "E" and the present transfer system will be covered in sufficient detail.

NEW SCHEDULES ON T AND P EFFECTIVE

New schedules on lines "T" and "P" are effective Sunday, December 2. On line "T", three full runs are added and two trippers are removed. The morning rush headway is cut from three and one-half minutes to three and the midday headway will be six and one-half minutes instead of eight minutes, as heretofore. In the evening rush hour a four-minute headway will be maintained, but the double headway system will be used in which two cars will pull out together and run on the same time. Night headway is cut from ten to seven and one-half minutes.

On line "P" two cars are added to midday service but the headway is not changed.

NEW TRUCK BUSY

A new 4½-ton dump truck has been assigned to the track department for moving dirt and supplies.

New Curve To Help Division 3 Pull In Cars

Facilities for pulling cars in and out of Division Three are to be considerably improved by the installation of a double-track curve from north to west at Avenue 28 and Dayton. There is a curve from south to west at present and a cross-over on Dayton south of Avenue 28 which is used a lot in moving cars in and out of the car house.

The new curve will be moved from Third Street and Vermont Avenue. The north to west curve at that point has not been in use for passenger service since the re-routing of lines in 1920.

NEW DIV. 4 SHOP BUILDING READY

The new shop building at Division Four is complete and equipment is being moved from the old quarters. The supplies are being transferred and the machinery will follow.

The new shop was formerly Recreation Hall and has been equipped with a cement floor, tracks and pits.

Soon after the machinery is moved from the old quarters, work will start on separating the bricks from the plaster to make room for more storage tracks in an extensive plan for improvement of the Division Four property.

SUPT. OF LINES GETS A "MILLION"

Not in dollars and cents but in a young man by the name of Stanley Million, who will officiate at the steering wheel of one of Line Superintendent Yeager's trucks.

BRIDGE TESTED

Tests are being made of the timbers in the East Fourth street bridge to determine if any repairs are needed.

Abandoned Track Will Be Removed

The track on Hoover, Wilshire and Commonwealth, between Sixth and Seventh streets, which was abandoned when "S" line cars were rerouted over the Seventh street extension, is to be removed soon.

NEARLY 2900 TRAINMEN TO WORK

There will be close to 2900 trainmen in service and approximately 1000 cars will be operated during the heaviest travel preceding the Christmas holiday season. Schedules are being prepared to increase service on all lines.

Last Christmas set a high mark of 1,000,000 daily passengers, but this year the high point is expected to go to 1,350,000 passengers.

Retain Schedules

In previous years it has been the policy of the company to make special schedules for the Christmas holiday season only, but this year new schedules, providing increased service, will continue in permanent use after the first of the year. This is made possible by the purchase of 50 new cars several months ago. Equipment for the new cars is being installed at the railway shops, Fifty-fourth street and South Park avenue.

New Cars Available

Reconstruction of 40 cars with more seats and larger loading platforms will be completed in time for the heavy travel. Fifty-five cars are being built in the local shops this year and some are now in service but several are waiting for electrical equipment from the east. Twenty-five more cars being built in St. Louis were ordered during the summer but will not arrive until after the first of the year.

The system at present employs 2714 trainmen and expects to have approximately 2900 for the heaviest travel.

New Substation Building Done

The Fifty-fourth Street substation building was completed and formally accepted by the company last Wednesday. It was built at a cost of approximately \$21,000 and will house machinery to improve the power facilities in the southwest section of the city.

NEWS, ETC. IS SPREAD

C. W. Bates, clerk of the engineering department, is nearing the third round of his friends and acquaintances at the main offices to tell them that he intends to buy an automobile.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

Three Men Who Started At 22½ Cents Per Hour

THREE Los Angeles Railway men were sitting together at dinner. Conversation switched to their early days of service and the conditions under which they worked; open and "go-get-'em" cars; chain switches throughout; no guarantee pay; show-ups at 5 A.M., 10 A.M. and 3 P.M.; 22½ cents per hour pay.

"I'm the only one of a class of six that stuck to the game," said one of the three. **Today he is a division superintendent.**

"I'm the only one of seven that stayed," remarked the second man. **He too is a division superintendent.**

"I'm one of three of a class of thirty," added the third man. **Today he is an official of the transportation department.**

There is a lot to think about in that little conversation. Many men have filled out application for work with the Los Angeles Railway this year and many have quit. Present indications are that more men will receive bonus money this year than last, indicating that the quitting is not being done by men who have been in service one or two years or more. They have mastered the difficulties of the first few months of street railway work. They see that street railway employment is a good job in itself and that there is plenty of room for promotion and plenty of chance to move up if they show the right stuff.

The "turnover" of trainmen is among the younger and newer men who do not have the patience to stick with the job over the first six months just because they can not see a high-salaried job immediately in front of them. They lack the vision to look into the future to promotion and a position of greater trust or else they lack confidence in their ability to make good when opportunities are presented.

To every man in the organization there is a big lesson from that dinner table where three officials who started as trainmen met and exchanged reminiscences. It is easily told.

Stick to your job.

FIRST OF SAFETY TALK SERIES ENDS AT DIV. 1

The last meeting of the first series of safety conferences at the division car houses was held at Division One last Wednesday. Three meetings at 10 A. M., 1 P. M., and 8 P. M., were held, carrying out the same plan which has been followed at the other divisions. The attendance at 10 A. M. was the best of any of the morning meetings that have been held.

Division Superintendent E. C. Williams introduced R. B. Hill, Superintendent of Operation, who acted as chairman. Mr. Hill referred to the fact that he had started as a conductor at Division One in 1902, and that John Collins, Supervisor of Safety, and R. R. Smith, Assistant Superintendent of Operation also began their street railway work at Sixth and Central.

Accident Increase Alarming

That both automobile and general accident are increasing out of proportion to the increase in passengers and in automobiles, was said by C. M. McRoberts, General Claim Agent, to indicate the need of a general tightening up along safety lines. He said that while passenger travel has increased 15 per cent, general accidents have increased 50 per cent, and although the number of automobiles on the streets has increased 20 per cent, the accidents involving automobiles and streets cars have increased 50 per cent. The increased number of automobiles has resulted in numerous accidents in which several machines have been damaged. The claim agent cited one accident on West Adams Street in which one automobile was hit by a street car and this resulted in a series of collisions which did not end until seven standing machines had been damaged.

May Collect from Railway

A legal point brought out by the claim agent showed that even if the

driver of an automobile is negligent, passengers in his car can recover damages from the street railway if a street car was involved. This is of particular importance in view of the fact that many drivers have little more than is of any value than the gasoline in the tank.

The need for ringing the gong vigorously was emphasized as he said testimony of witnesses who did not see the accident but heard the gong, is highly valuable in protecting the company's interests.

Constant Attention Needed

A large percentage of step accidents happen when cars have light loads or are pulling into the division and the conductor is devoting his attention to his trip sheet or something else is distracting his attention from the work he should have in hand, namely watching the step.

Mr. Collins illustrated in a manner that was easily recognized how things can make a trainman mad. The situations which are known to every motorman were listed by Mr. Collins and then he pointed out that a car will behave according to the mood of the motorman. "If you are mad, so is your car," he said. "If you are worried, your car is worried. When you operate in moods, your car runs in moods instead of running in the road space system prescribed by the Los Angeles Railway."

Read Road Conditions

The reading of road conditions and immediate recognition of dangerous situations was compared to reading a newspaper. "You learn how to read, and you try to read a newspaper," said the safety chief. "The commas are the slow signs, and the periods are the arbitrary stops. You read along, but if you see a misspelled word

BULLETINS

Issued December 3, 1923

BULLETIN NO. 198 Notice to Motormen

In a few days a new form of Motorman's report card which is used for the purpose of reporting defects on cars will be put into use.

The changes in this form are very slight, but all information required on this card must be filled in by the motorman. In the upper left-hand corner the time out will be filled in by the motorman taking car out of car house, and the time in by the man pulling car in.

BULLETIN NO. 199 Notice to Conductors

There are entirely too many fare boxes being changed and reported in B. O. condition, the cause being in numerous cases that the conductor simply permitted too much money to accumulate.

The money MUST be removed from the fare box as soon as possible, thereby saving yourself the danger of someone taking money from the fare box and the Company the expense of replacing the fare box.

Also in all cases when a fare box is removed, make out a miscellaneous report and send to the Superintendent of Operation.

BULLETIN NO. 200 Notice to Conductors

Pass No. 7344 issued to John C. Feters, Conductor Division No. 2, reported lost in Bulletin No. 196 has been recovered.

BULLETIN NO. 201 Notice to Conductors

The following passes are reported lost: 3457, issued to Emil M. Hill, Carpenter, Master Mechanic.

4336, issued to T. D. Hall, Conductor Division No. 3.

5370, issued to W. C. Sanders, Conductor Division No. 5.

6354, issued to H. C. Brotherton, Conductor Division No. 3.

8050, issued to J. C. Whittaker, Conductor Division No. 5.

7991, issued to L. W. Simmons, Conductor Division No. 5.

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

R. B. Hill
Supt. of Operation.

SPECIAL WORK AT DIV. 4 COMPLETE

The special work curves at Division Four have been installed and paving has started. Good time has been made on this job, which involved the biggest special work layout ever handled by the track department. The new work provides track for all cars now stored south of Girard Street to pull in and out on Georgia Street direct and will facilitate operation there considerably.

The storage track now running north and south will be replaced by east and west track.

JUDGE FOR YOURSELF

"Goin' to the show at the Opey House t'night, Josh?"

"Don't know, Hi. What's on?"

"Nothin' much, I ca'l'ate. They call it th' Sea Nymphs."

you stop, investigate and then go ahead. It is necessary to read the conditions on the street and spot the things that are dangerous, and outside the ordinary. A down grade tells you that there is danger without a slow sign being posted."

Reminded of Bonus

In concluding the meeting Mr. Hill reminded trainmen that the bonus records closed November 30, and that the amount of money trainmen would receive depended on the records they made. He gave warning that carelessness will bring demerits every time, and that the men who want to get the \$60 and perhaps special bonus prizes must be continually on the alert.

MERIT SYSTEM ADOPTED BY DES MOINES

Additional indication of the interest in the Merit and Bonus System of the Los Angeles Railway being shown by street railways throughout the country, is given in a letter received from E. W. Miller, superintendent of operation of the Des Moines traction system asking for data which will make the system effective in the Iowa city.

Mr. Miller's attention was directed to the system by the recent series of record cards reproduced in Two Bells.

Prizes Offered For Topics At Safety Meetings

With the first series of safety meetings at the division car houses over, subjects for later meetings are being considered. Suggested topics will be considered in the regular monthly prize award for methods for bettering service.

Prizes of \$7.50, \$5 and \$2.50 are given monthly for the best suggestions for improvement of service. The aim is to develop ideas for making better use of existing facilities rather than improvements that might be made through heavy expenditure for extension of lines or like projects.

Witnesses Topic For Next Talks

How to procure witnesses will be the subject for the next series of safety meetings. The first meetings have served largely to familiarize trainmen with the cost of accidents and the most common causes and ways to practice accident prevention.

Next to accident prevention comes accident protection and it is highly important that the company be protected by trainmen procuring sufficient witnesses.

Introducing New Men

The following men have been assigned to their divisions during the week ending Nov. 24, 1923:

Motormen—G. D. Riley, C. N. Reddick, F. Thomas, J. W. Faulkner, R. A. Horne, W. F. Adler.

Conductors—J. J. Hunter, G. R. Logan, C. M. Mitchell, E. S. Henney, A. L. Stough.

DIVISION NO. 2

Motormen—A. E. Needham, C. E. Glover, V. C. Beard, F. Houschildt, S. E. Angier, L. L. McCarty, R. N. Loggins, O. D. Marauas, T. A. Jones, E. V. Saylor, E. W. McCabe, H. W. Childress.

Conductors—C. D. Shaffer, P. A. W. Abbey, F. W. Wood, L. M. Connor.

DIVISION NO. 3

Motormen—J. L. Morrow, W. E. Baldwin, L. Jurick, F. W. Hacker, F. T. Bradford.

Conductors—F. W. Lang, J. E. Spencer.

DIVISION NO. 4

Motormen—D. Reese, R. J. Cruik, D. W. Hanson, T. O. Jordan, J. Murphy, E. E. Johnson, J. M. Cline, F. E. Muller.

Conductors—A. J. Nielson, H. E. Klutts, J. A. Weathers, L. E. Swagerty.

Bus Operator—H. Heaney.

Safety Operators—J. R. Wallace, O. Lewis.

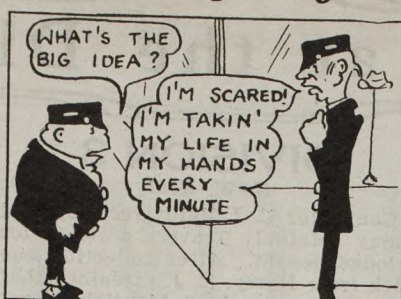
DIVISION NO. 5

Motormen—C. A. Lambert, G. L. Henley, N. Morgan, A. A. Slovansk, H. F. Kyser, R. Spikes.

Conductors—F. J. McDonald, M. Kreisel, C. S. Machin, C. D. Underhill, J. H. Skaftfeld, W. D. Singlinger, J. C. Whittaker, Geo. Lake.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. C. A. Modin, Div. 3 Los Angeles Railway.
Gentlemen:
A word to the honesty of an employe. On car 902—3:30 P. M.—Cond. 2782, 8th and Hill Street going north. Lady got on car and handed the conductor a one dollar bill. \$20.00 bill wrapped up in it. Conductor handed the lady the \$20.00 bill, she then handed him another \$1.00 bill, and he said I have a \$1.00 bill from you, here is your change. If all conductors were as honest as Conductor 2782, I would not be afraid to go to bed with the doors all open. No remarks.

COENEY FORNEUTTE, 1516 No. Spring.

For Condr. A. W. Lindahl, Div. 5 Los Angeles Railway.
Gentlemen:
Just a word of commendation for Conductor 422, line "F."
At about 9 o'clock this morning this conductor called the attention of a passenger to some apparent irregularity in a transfer. The conductor spoke to the passenger in a very low tone, therefore I did not hear what he said, though I was sitting very close.

This passenger, a fellow well dressed, wearing glasses, and about 45 years of age, grabbed the transfer, crumpled it up and threw it off the car, and began a tirade of abuse against the conductor by calling him a dumbbell and finished the first sentence much stronger. The conductor, seeing that this passenger could not be reasoned with, returned to his post.

The passenger continued, from where he sat, his tirade of abuse of the conductor from 6th to 3rd, and was still at it when I got off.

The conductor at no time departed from his gentlemanly conduct, and did not enter into any controversy with the passenger, nor did he sacrifice any of his personal dignity in his making the best of what to him must have been a very embarrassing situation.

Yours very truly, HARRY E. WHITE, San Fernando Bldg.

For Condr. D. F. MacNeil, Div. 4
For Condr. W. K. Starkey, Div. 2
For Condr. F. M. Roberts, Div. 3
For Condr. E. B. Wright, Div. 3
For Mtr. J. F. Lilly, Div. 3
For Condr. C. R. Perkins, Div. 3
Los Angeles Railway.
Gentlemen:

Following are numbers of motormen and conductors, who extended courtesy to travelers of street cars recently: Pico Conductor No. 118—calling streets distinctly. University Conductor No. 510—kind attention to elderly lady. Washington Conductor No. 3222, Brooklyn Conductor No. 2380, Brooklyn Motorman No. 2521, Brooklyn Conductor No. 1496.

Yours sincerely, MRS. M. BRIGHAM, 1947 Estrella.

For Condr. J. L. Lilly, Div. 4 Los Angeles Railway.
Gentlemen:
To vary monotony of constant kicks, may I say a word for Conductor 224 on the "N" line? In a good many years of street car riding, in several cities, I have never seen a more correct example of pure chivalry and gentleness both to women and men.

It is, indeed, a pleasure to say a word for one so deserving. I thank you.
Sincerely yours,
R. E. DEL MAR, 1026 1/2 West 9th.

For Condr. W. C. Teichgraber, Div. 4 Los Angeles Railway.
Gentlemen:
Conductor 2514 of the East 1st Street line was very polite to me last Sunday.
Yours truly,
MARTHA W. WORCESTER, 4719 Fisher St.

R. S. BLISS TO HANDLE EMPLOYEES' ASSN. WORK

Popular Conductor Made Field Representative Of Cooperative Organization

R. S. Bliss, who has been in train service for 24 years and has looked after the interests of the Co-operative Association and its members at Division Four for the past four years, has been appointed general representative of the association in work with trainmen of all divisions.

In his new work, Mr. Bliss will visit members of the association when they are sick at their homes or in a hospital, and in death cases will assist the family in every possible way. J. H. Hanchey succeeds Mr. Bliss

in the work of enlisting new members at Division Four. The men in charge of this work at the other divisions are: Division One, L. E. Adkins; Division Two, F. Monnier; Division Three, Ira E. Gott; Division Five, W. T. Miller.

Mr. Bliss will work under Mr. Ed. Sleeper, who represents the secretary of the association in all its activities. Mr. Bliss' work at Division Four has been highly commended by officials of the company and is the cause of his promotion.

DINNER FOLLOWS PICKING OF TOP BONUS WINNERS

Selection of extra bonus winners for the five divisions was made Tuesday at a meeting of the division superintendents and other officials of the transportation department. When the debating was finished, the party was entertained at dinner and at the Orpheum theater by the company.

Those in the party were George Baker Anderson, manager of transportation; R. B. Hill, superintendent of operation; R. R. Smith, assistant superintendent of operation; R. A. Pierson, chief instructor; Dan Healy, as-

sistant chief instructor; George Ferguson, special representative of the superintendent of operation; John C. Collins, supervisor of safety; W. B. Adams, director of traffic; L. A. Re-Cappe, superintendent of schedules; W. H. Van Valkenburg, J. B. Hayner, superintendent of employment; J. G. Jeffery, director of public relations; and Division Superintendents E. C. Williams, Division One; T. Y. Dickey, Division Two; E. R. Rye, Division Three; L. L. Wimberly, Division Four; C. A. Morrison, Division Five.

On the Sick List

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

DIVISION NO. 1

Conductor—H. L. Sisco, 544 Crocker St.; W. J. Williams, 1663 Waterloo St.
Motormen—N. M. Millea, 660 Ocean View St.; M. D. Anschutz, 977 El Paso St.

DIVISION NO. 2

Conductors—C. A. Park, 247 E. 28th St.; C. E. Hill, 331 W. 50th St.; S. Grantham, 5208 S. Wall St.
Motorman—F. W. Bishop, 303 E. 52nd St.

DIVISION NO. 3

Conductors—F. E. Clark, 141 1/2 N. Ave. 36; A. H. Tanguay, 2214 1/2 Huron St.; A. Valenzano, 1061 Yale St.; W. H. Colburn, 2026 Dayton Ave.; I. E. Gott, 291 W. Ave. 25; A. A. Sears, 1588 Sycamore Ave.; D. A. Kuykendall, 2029 E. 4th St.; C. R. L. Ford, 1619 W. 14th St.; T. D. McKenna, 2612 Idell St.; W. W. Freeman, 600 W. Ave. 27.
Motormen—D. D. Draper, 2516 Dayton Ave.; D. W. Lantz, 3331 Pepper Ave.; J. M. Drogus, 850 Brooks Ave.; T. J. O'Connor, 761 Yale St.; A. Stephens, 2616 Idell St.

DIVISION NO. 4

Conductor—C. B. Blackman, 1222 Sentous.
Motormen—J. C. Walp, 1332 Winfield; J. Dorman, 1311 W. 11th St.
Operator—H. C. Jackson, 6708 S. Budlong.

DIVISION NO. 5

Conductor—G. J. Emerson, 2309 1/2 West 54th St.; J. J. Gregory, 940 West 79th St.
Motorman—N. Morgan, 1449 Constance St.

On The Back End

(Contributed)

Abe says the improved headway on Temple street is fine, but there isn't room enough to talk on the little cars.

D. H. Johnson, who compiles deep checks of number of passengers in street cars, and number of nickels in their pockets, was counting noses of automobiles at the Broadway tunnel. An auto driven by a woman passed and was checked but aroused the suspicions of the fair one at the helm. In a few minutes she drove back and stopped. This followed:
"Young man," said she in a clutching voice, "why did you take my number?"
"I didn't take your number," came the answer in zeronene tones.
"But I saw you make a note of it," she counted in more exided manner.
"I'm only checking the number of automobiles and passengers," said the checker, with klaxon accent.
"Oh, I thought I had done something wrong and was worried," she concluded with an alemite smile.

HEARD AT THE COUNTER

"I don't think I should be penalized those three days for missing out yesterday because:

- "My clock was wrong."
- "I missed the car."
- "I looked at the board wrong."
- "I copied the wrong time."
- "My wife didn't wake up."
- "That wasn't the run Motorman—said I had."
- "I told the clerk last night I might be sick in the morning."

(Note if you can't find your favorite, others will be furnished on request.)

HEARD ON THE PLATFORM

- "What all nickels; haven't you got any quarters?"
- "I just got it from the other car."
- "I forgot."
- "I thought it was an 'H' car."
- "Well why don't you?"
- "Is this Broadway?"
- "Can't you punch it a little later?"
- "I did too give you a dime."
- "I wanted off here."
- "Ah wants Kenmo', conductah."
- "Geeva da trans."
- "Gimmie."

R. C. B., Div. 2.

A passenger on the West Ninth street line objects to the new form of transfers, on which the date is eliminated, because now he has to buy a newspaper whenever he wants to know the day of the month.

H. N. COLE, Div. 1.

It would seem from our list that Division Five is becoming the home of celebrities. Looking it over we find "Theodore Roosevelt" Brackett and a little farther down is "Zachery Taylor" Young and last we note that "Champ Clark" is breaking in, having signified his desire to come to the Gulls Roost.

We get married to become as one and then the battle starts to see which one is the one.

A Fable

A trainman at the main offices looked at the lettering on the door of room 722 and then walked in. He asked the clerk, "Is this the instruction department?"

"No," said the clerk "the instruction department has moved to the new building at Division Four. This is the office of the director of traffic."

"Oh yes," said the trainman. "I saw 'director of traffic' on the door."

Tempus fugits and the same trainman is found on a westbound "H" car at Seventh and Broadway.

A passenger approached and asks "Is this a Western Avenue car?"

"No," is the emphatic answer, "Can't you see the sign on the front?"

WATT A SHOCK

Last Friday when the juice was off for an hour and six minutes and the restlessness of the passengers was becoming unbearable, one of Conductor Schroeder's customers approached him with a generous output of loose talk about the service. "But my dear sir," answered Schroeder, "we should be patient when the company is POWERLESS to meet the emergency."

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Ed. Urban, extra bonus man two years in succession and one of the few conductors of this division who has never been tagged with a demerit, has lost his rabbit foot. Last Saturday, through force of habit, he watched for his car going east when it was really going west. After it was too late he realized that the order of things was changed on Saturdays, so Ed. missed his relief.

Night Clerk Corson is all smiles for the past few days, and a good reason for it, a new ten-pound baby boy arrived at his home last week. You have our congratulations, Charlie.

Conductor J. D. Story has accepted a position as Deputy Sheriff. Sorry to lose you, old boy.

Your scribe has bid in a new run on a busy line, and it has taken practically all his time getting acquainted with his new surroundings and etc., so this column will be somewhat abbreviated this week. Here's hoping that with some help from the boys, we will do better next week.

DIVISION 2

By C. L. Christensen

Motorman J. G. Adair, who has spent the last three months harvesting the crop on his apple ranch in Yucaipa Valley, has returned to his job as controller winder on the "S" line. Having had a lot of hard work in the summer months, we can't blame J. G. for making things as pleasant as possible and, of course, having an apple ranch—it is not impossible to make apple cider—"nuff said." However, J. G. is glad to be amongst the boys again. He has been a motorman here for about 22 years.

Motorman Roy Long has taken a week off, just to spend a little time with his family on a ranch near Lancaster. Roy has worked pretty steady lately, so we hope he can get thoroughly rested up during the Thanksgiving week.

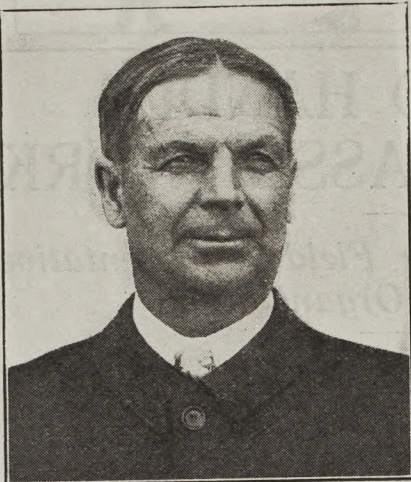
Conductor H. A. Hansen, another rancher, has taken a few days' leave to visit his cattle ranch in the San Diego mountains. The ranch is located some fifty miles from the railroad and can only be reached by auto, so of course, H. A. is driving his flivver.

Well, I suppose, as you read this column you will think something like this: "Ge whilligan, Division Two trainmen are evidently all farmers," but that is not the case. We will now proceed into city life by giving our clerk-stenographer a little publicity. It will be remembered that H. T. Hansen, made his last trip to San Francisco a few weeks ago and there married one of the northern city's young fair ladies. Well, since coming to Los Angeles, they have been cooped up in an apartment on Moneta avenue, and being thoroughly dissatisfied with the narrow surroundings, they decided to look around to see what money could do. The results are that Mr. and Mrs. Hansen will soon be moving into a home of their own, a pretty bungalow located at 1229 West 56th street, which they purchased last week.

Conductor C. L. Morrison has returned from a month's vacation, spent on the grape farms in Fresno county. C. L. looks as though farm work would agree very well with him.

Conductors A. B. Hughes and T. L. Morresey, have gone through the usual amount of training it takes to become a full fledged clerk, and both like the new occupation fine, although they admit there is more to it than they ever thought.

Who's Who



THIS ladies and gentlemen, is Perry Wilkinson who sees that everything is on the up and up around 8 A. M. and sponsors that down and out feeling from 4:30 to 5 P. M. daily at the main offices. Now let it be said that Perry is an elevator operator and all wise cracks about having a lot of ups and downs in his life are to be heaved overboard.

Perry gets his picture in the publicity column because he started in the street railway business in 1892 as chauffeur for one of the early electric cars operated by the old Los Angeles Consolidated Electric system out of the present Division One quarters. Ten years later he went on the new electric line to Long Beach and remained at work six years, moving to number one seniority. He left to try farming in Mariposa county, as his health demanded the change. He came back to wiggle the controller on an elevator in May 1921 when the present office building was opened.

DIVISION 5

B. C. Tyler

I take this opportunity of thanking all trainmen of Division Five who attended the three Safety Meetings held last week.

Also for their kind attention while listening to the talks.
C. A. MORRISON,
Superintendent Div. No. 5.

Our old friend, Conductor P. N. Bailey, returned to work this week after enjoying a short leave of absence, taken for the stated purpose of going hunting. Since his return he has maintained a "heavy" silence and evaded all questions, so we must draw the conclusion that he had "no luck."

Condr. C. L. Anthony, who obtained a leave of absence to try out on the L. A. Police Dept., has resigned, having decided that a white cap and gold badge was more becoming to him than a changer. So Division Five wishes you the best of luck, C. L.

Condr. H. J. McDonald requests that we run an item asking the party or parties who borrowed a coil box out of his flivver while parked back of the office building, to please return it, as he is tired of "running on three."

If we are to judge from the amount of chocolate candy that is in circulation around Division Five, J. "Candy" Rainey must be selling it by the bushel instead of by the pound.

We regret to state that the Two Bells box this week yielded nothing but an

DIVISION 3

R. W. Reid

Conductor E. J. Reilly recently sold Harry (Mutual) Travers a ticket for a lodge benefit. After collecting one buck from Harry, E. J. explained that he had not received his tickets yet but would give him one as soon as he got them. Then the argument commenced, Travers claiming that it was just a get-rich-quick scheme and now swears that the next dollar he gets a hold of he will subscribe to the Red Cross Fund, which is being collected at Division Three and receive a button, which he will have to show for his money.

Motorman F. J. (Nimrod) Milano has taken his gun and a week off and hiked for the mountains. Frank hasn't brought us any game this season, but we're still in hopes.

Motorman F. E. Wolfe has taken a two weeks' leave of absence.

Conductor F. J. Beavis is back on the job, after a two months' trip to Aurora, Missouri. F. J. is full of pep and reports his trip a success in every way.

Conductor J. Lewis is taken a ten-day trip to San Francisco.

When Supervisor Charlie Polchow, was stationed at 28th and Dayton a few days ago, picked up the receiver to report to the dispatcher, he heard an agitated voice, which belonged to Motorman E. Gardner, demanding another car, as the one he had was catching on fire. Polchow asked what was the matter and received the reply "That thing under the car, I don't know what you call it, but it looks like a radiator, is red hot and I'm afraid it's going to set fire to the car." Polchow told him to go back and see if his controller wasn't on one point. Gardner did so and came back in a few moments with the report that the car was O.K. now.

Radiator! Hot Dog!

Conductor J. T. Landress has returned to duty all sun burned and with his ears full of cotton, after spending fifty days in the Imperial Valley cotton fields. He says that the street cars look better than the cotton fields any old day.

Don't forget to step up to the window and get your Red Cross button. Price \$1.00.

George T. Treneer, of the Mechanical Department, had a new arrival at his home. Said arrival being a lovely ten-pound baby girl. Mother and babe doing fine. Congratulations.

accumulation of dust and cigarette "butts" too short to be of any use, in fact, that is all it has turned out for the past three weeks. Especially this time of year, during the holiday season you are going to run into many funny incidents, "the man from Keokuk looking for a man that once lived in his town and who you should know because he's been in L. A. two years," and the lady who is trying to get "somewhere," that's right next to a church on a corner; what car shall I take?" There's a new one every day, fellows, so tell us about it, so we can laugh, too. If you haven't time to write it down and put it in the Two Bell box, tell the Scribe.

To the boys of Division Five and the Co-operative Association:

We, Mr. and Mrs. W. R. Vaughn, wish to express our sincere thanks and appreciation for the assistance rendered and the benefits derived through the Co-Operative Association account of the loss of our loved one, Emmett L. Vaughn.

(Signed)

MR. AND MRS. W. R. VAUGHN,
Commerce, Okla.

DIVISION 4

C. J. Knittle

Motorman Joe Gascon is married! It happened last Saturday. This is real news to most of the old-timers, who believe Joe to be a confirmed bachelor. A few of the Temple Streeters, however, knew that Joe was a courting and when he got on "Ye Scribe's" car at the Hill Street Station with the sweet lady last Saturday, wearing the wide smile and carrying several grips, it was evident the inevitable had happened. Joe confessed under a light grilling.

And Motorman W. G. Brooks has also joined the ranks of the Benedicts. We had been wondering for the past two months why Brooks was working the front end in the day time and checking the registers at night. Brooks was seen to alight from a car at the court house with a young lady. Both were in a happy mood, so it was not necessary to investigate further. Supt. Wimberly confirmed the rumor Wednesday morning.

Division Four congratulates both these men.

Bob Lindsey, formerly scribe and motorman at this division, is on the water wagon now, not in the popular sense of the phrase, but a genuine teter of refined H₂O. He is working for a local distributor of spring water.

Crown Hill line has a schedule that can be made. Yea verily, it allows for such necessary requirements as safety and courtesy.

Conductor Kenneth Parker is back with us, after an absence of about two years. We did not ask him what he worked at during his absence, but Harry Travis tells about being at a ball game two months ago. A loud-mouthed peanut seller made it impossible for Harry to hear the umpire. Jumping up quickly to quiet the lusty voice, he was confronted with the smiling countenance of Parker, who greeted him with the famous ballyhoo, "fresh roasted. Buy a bag!"

Announcing an error in last issue. F. M. Cavanaugh, who passed away on the ninth of November, was a conductor in this division and not a motorman as stated.

We promised Janitor Herb and his able assistant, William Colly, that if they kept this new division of ours looking spick and span and the sidewalk clean, and the windows shining, we would give them a boost in Two Bells. So here's the boost.

Conductor Joe Federbush is working the front end these days. The other morning he was pulling out on Pico line to the east end. When he stopped at Pico and Figueroa, Conductor W. E. Griffis, who was standing on the corner ran over and changed his trolley and fenders, thinking he was going to turn back. When he got through, Joe thanked him and asked him to change things around as they were because he was bound for the east end. The crew gave him the jolly horse laugh.

Motorman G. R. Kiser, who re-entered the service two months ago after trying out other work, has gone on a two months' leave to rest his weary nerves.

Motorman A. J. Lang reported that twins had arrived at his home. He was called upon for further information. "Well," said Lang, "I expected quadruplets." "Ye Gods!" exclaimed ye scribe, "wasn't two enough?" "But I had orders for three," answered Lang. "What do you mean?" demanded ye scribe. "Why dogs of course, giggled Lang, "didn't you know breed Airedales?"