

# TWO BELLS

Vol. IV

JUNE 4, 1923

No. 1

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

## Meetings to Explain Traffic Plan

### LINCOLN PARK BUS LINE TO START NEXT THURSDAY

The Lincoln Park Avenue bus line will be started Thursday, providing a bus promised for Monday is delivered on time.

The route of the line connecting with "L" cars at Lincoln Park Avenue and North Broadway is: Lincoln Avenue to Flora street, to Sierra, to terminal at Mercury road. The distance is .8 mile.

Two buses will be operated in the morning and evening rush periods, connecting with every car. In the mid-day and night period, one bus will operate, connecting with every third car.

When the Lincoln Park Avenue line is started, two new machines will be placed on the San Pedro street bus line which runs from 61st street to Manchester. The two new vehicles will seat 29 passengers each.

A new Sunday schedule has been started on the San Pedro street bus line which provides two machines instead of one, and gives a 14 minute headway between 8:32 A. M. and 7:42 P. M., so that connection will be made with every car on the 61st street branch of the "S" line.

Make sure the prize you chase is worth the price.—Forbes.

### Former Traffic Man Sends Best Regards

Division Superintendents, Williams, Dye, Wimberly, and George Ferguson of the main office, visited F. E. Dennison recently at his ranch in the San Fernando valley. Mr. Dennison was director of traffic several years ago, and is known to a large number of Los Angeles Railway employees. Mr. Dennison said he is feeling fine and enjoying life on his ranch. He asked to be remembered to his many friends in the company.

The average man is ambitious to become a leader of men, but the average woman is satisfied if she can lead one of them.

How do you find business? By going after it.—Forbes.



## "Go ahead" Two Bells Celebrates Its Fourth Birthday

WITH this issue, *Two Bells* begins its fourth year as the official publication of the Los Angeles Railway.

June 7, 1920, the first copy made its appearance to fill the need of a regular company paper. A keen interest was shown in the publication immediately, and after three issues it was necessary to increase the size of the paper to its present dimensions.

The news of divisions on the back page, and a "Who's Who" story and picture, have been features since the first issue. Another regular feature is the column of bouquets. It speaks well for the service that there have always been more bouquets on hand than could be used in the current issue.

The name of the paper is intended to carry out the "go ahead" spirit, as two bells signifies "go ahead" to trainmen throughout the country. It is the aim of this paper to entertain with interesting news of the company and its employes and at the same time to be of service by printing articles of inspiration and instruction.

The thanks of all readers are due to the men at the five divisions who send in news items week after week. Sometimes there is a lot of news, and sometimes there is only a little. The men in charge of the division news columns have an important part in making the paper interesting. Their work is voluntary and deserves the

co-operation of trainmen in supplying news items.

To all readers, *Two Bells* expresses appreciation for the interest and help that has been given during the past year, and with the launching of volume four, every effort will be made to continue as an interesting paper devoted to employes of the Los Angeles Railway, and a herald of the "go ahead" spirit.

### Takes Home Near Carhouse Then Misses Out

Conductor L. W. McCandless was always fearful that he was going to miss out while living at 84th and Vermont Avenue.

He never did.

Finally the fear became so great that he couldn't sleep nights so he moved to 54th and Second Avenue, right across the street from the car house, AND THEN MISSED OUT THE FIRST MORNING.

Holding its ground is what made the acorn an oak.

### TIME SAVING EXPECTED IN GROUP CAR MOVEMENT

Three meetings will be held at each division next Thursday and Friday, to give trainmen details of the plan for group movement of cars whereby three cars will move over downtown intersections at a time. The plan necessitates loading and unloading of passengers with only one stop after a car enters the safety zone.

Speakers at the three meetings will be John C. Collins, supervisor of safety, Henry Scott of the safety bureau, and Grant Clear of the instruction department.

#### To Check Attendance

The meetings at Divisions One, Two and Three will be held on Thursday, June 7th, and at Divisions Four and Five, on Friday. Trainmen will assemble at 10 A.M., and 2 P.M., using the time most convenient for them.

Attendance records will be kept.

While every effort will be made to familiarize passengers with the new plan, it will be up to every trainman to exercise extreme caution to prevent accidents.

#### Big Time Saving

It is estimated that the group movement of cars will save passengers five minutes in riding from Second to 11th street on Broadway, and six minutes between the Temple Block and Ninth street on Spring.

The group movement plan was recommended to the company by Captain James McDowell, head of the police traffic bureau, and it is believed to be the most important step that has been made for speeding up service since the lines were re-routed in 1920.

### Radio Installed For Hospital Patients

Two radio sets will be installed by the company at the Golden State hospital for the entertainment of employes who are ill. The sets will help to liven up the dull hours.

There is nothing so easy but that it becomes difficult when you do it with reluctance.

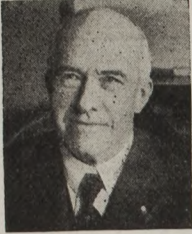
ocking.  
AMSTRON  
From Div. F.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Selling By Reputation

BY GEORGE BAKER ANDERSON  
Manager of Transportation



COMMODITIES for sale may be put in two general groups. One is the commodity which a person can see and inspect before buying, such as cloth, real estate or groceries. The other class is made up of things purchased largely on the strength of a reputation.

When a woman goes shopping in a store, she can see and inspect the dress material she buys. She pays for the material after she is satisfied that it is what she wants.

When a woman shopper boards a street car, the first thing she does is pay her fare. She is buying transportation service, but obviously, she cannot get a sample before making her purchase. The street railway has a reputation for carrying passengers over regular routes, and has a reputation for providing this service through courteous and efficient trainmen.

### REPUTATION ESTABLISHED

If the street cars ran only when weather and traffic conditions were favorable, it would not have a reputation for carrying its passengers regularly over definite routes. It is because the street cars run rain or shine, day or night, that they are regarded as the most dependable form of local transportation.

Passengers know that the company rules call for courtesy. They know that the majority of trainmen are courteous; therefore, when the woman shopper boards a street car she rightly expects courteous and efficient service, and pays her fare in advance.

### MUST GIVE WORTH OF MONEY

When a trainman is discourteous, he puts the company in the position of taking money without giving full value for that money. This is bad policy in any form of business and endangers the reputation the company holds for giving a uniform type of service.

A merchant would not retain in his employ a clerk who repeatedly sold a customer an article of goods of a grade lower than that which the customer specified, because this clerk failed to give a customer the money's worth. The clerk's action may have been caused by carelessness or by deliberate intent to "lay down on his job."

### REAL SERVICE IN DEMAND

A street railway must insist that its employes give customers the money's worth they expect in service and courtesy, and it cannot afford to retain employes who repeatedly show their inability to give the courteous service for which a passenger pays.

On the other hand, the street railway is always looking for the men who make a special effort to give full money's worth. The majority of the transportation department heads are men who gave passengers a full money's worth when they were trainmen.

## LANDMARK RAZED FOR SHOP WORK

Orders were issued last week for the razing of a two-story frame building on 54th street where the Japanese car cleaners live. The building is a landmark of the section, but had to be torn down to make room for extensions at the shops.

## Outside Electrical Word Is Inspected

A complete inspection of all outside electrical work including trolley wire construction, high voltage lines and light clusters, is being made by an engineer of the State Railroad Commission.

There is one thing to be said in favor of summer—we have warmer friends then than we do in winter.

## CHANCE TO HELP SALVATION ARMY

The Salvation Army has been conducting a campaign for funds to carry on its home service work in Los Angeles and vicinity.

It is impossible to estimate the value of the Salvation Army's work in caring for those who are in unfortunate circumstances and often without home or shelter. The work is a commendable one and deserves full support.

Employees of the divisions and shops who wish to make any contribution from a dime to a dollar, may leave money with foreman or department heads and it will be forwarded to the Salvation Army. No contributions above one dollar are asked from employees by the organization.

It is difficult for a man to accumulate dollars unless he has sense to begin with.

## BULLETINS

Issued June 4, 1923

### BULLETIN NO. 88

#### Notice to Safety Operators on Line "C"

Effective at once, discontinue drinking water privileges in lunch room at Temple and Belmont.

Arrangements have been made whereby trainmen may obtain drinking water in the rear of residence at No. 1515 West 2nd Street on the southwest corner of 2nd & Lucas, entrance being had from Lucas Avenue. Hydrant is located just inside the yard about 6 feet from sidewalk and a drinking cup provided.

This courtesy has been extended to us by the residents at the above address, and it is hoped that each man availing himself of this privilege will see that the water is turned off and everything kept in first class condition.

### BULLETIN NO. 89

#### Notice To Conductors

Patrolman's badge No. 1112 has been stolen and is in improper hands.

If this badge is presented for transportation, take up, collect fare, and send report to this office with description of party using same.

If Police Officer is in the vicinity, turn party over to him.

### BULLETIN NO. 90

#### Notice To Conductors

The following passes are reported lost: No. 2528, issued to Mrs. Anna L. Mueller, wife of E. J. Mueller, Transfer Bureau.

No. 6667, issued to T. N. Dilts, Conductor, Division No. 3.

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

### BULLETIN NO. 91

#### Notice to Trainmen

A meeting will be held at Divisions One, Two, and Three on June 7th, and at Divisions Four and Five on June 8th, at 10:00 A. M., 2:00 P. M. and 8:00 P. M. in regard to movement of three-car operation in the uptown district.

Each trainman must make arrangements to attend one of these meetings, that he may familiarize himself with the conditions as they will exist when this plan goes into effect June 12th.

A representative from the Instruction Department or Safety Bureau will explain in detail how this operation will work, and give trainmen an opportunity to ask questions.

### BULLETIN NO. 92

#### Notice to Trainmen

This week being Salvation Army Week, any one desiring to contribute to this fund may do so by giving the same to division superintendent or foreman.

### Notice to Conductors

Effective at once, honor new style police shields when presented for transportation as follows:

- 1—Chief.
- 1—Assistant Chief.
- 1—Inspector.
- 10—Captains.
- 40—Lieutenants.
- 1—Captain of Detectives.
- 6—Assistant Captain of Detectives.
- 106—Sergeants.
- 36—Policewomen.
- 1351—Policemen.
- 35—Motor Officers.

Correct your 1923 leaflet "Instructions to Conductors" in accordance with the above.

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

## "DADDY" PIERCE CLAIMS BRIDE

Conductor F. H. E. Pierce (Daddy), of the Maple Avenue line, well known to all the trainmen at Division Two, was trying last week to get off for three days and when told that it was doubtful whether we could spare him he insisted it was of great importance for him to be off so he succeeded in beating T. Y. D. out of the three days. He never said anything about marriage until his return from Catalina, where he took his bride on a short but sweet honeymoon.

Congratulations, Dad, and thanks for the cigars.

Some folks are so economical that they hate to waste fresh air.

# DOUBLE TRACK ON LINE "T" NEARLY DONE

The double tracking of Temple St. is completed to Willowbrook Avenue, and is in operation. This leaves only two more blocks to be constructed to complete the program of double tracking of Fountain avenue.

The special work at Fountain avenue, marking the end of the double track section is installed.

Work started last Thursday on Olive street track between Fifth and Sixth. New ties, ballast and rail will be installed.

*Remember, the hard-boiled egg got that way from being in hot water.*

## Dog's Death Causes Poetry

A death in a family is indeed sad, but when it inspires poetry it is tragic. The dog that graced the home of Conductor H. F. Henney was killed by someone feeding it ground glass. This resulted in Mr. and Mrs. Henney penning a Walt Mason obituary. Judging from the results, we agree with Mr. Henney that it is too bad the dog died, but we will print the verse only in honor of the departed, in view of the fact that the dog can only die once. Thank goodness, the pet was not a cat with nine lives.—The Editor.

### Eulogy by Her

*He was the smartest dog you ever saw, he could scratch an' bite an' lick his paws. He could jump through a hoop and roll on the floor and say, that pup could open doors. He could ask for his meals and sit on a chair. He was covered with black spots and lots of white hair. His name was Bob and what do you think, he could do thirty-five as quick as a wink. Now for him we pine, for they took him away, that poor dog of mine.*

### Eulogy by Him

Talking about Bob, that dog was smart; if you told him to speak he would always bark. When out for a drive we'd go, one couldn't say Bob was slow, for at the toot of the horn, away he'd go. When he was racing on the street and folks were gathered there to speak, he'd go through them like a fuzzy streak, would Bob. The speedometer showed at thirty-five and he could make it; sakes alive! If dogs did not meet him in a friendly light, it always ended in a fight. And Bob was made of splendid stuff, and was always able to work his bluff. Some Bob.

MR. & MRS. H. F. HENNEY, Div. 5.  
Now customers, how do you feel toward Bob?—EDITOR.

*"Speed" Odler—Yo' jes keep on pestivating, an' yo' is sho gwine to be able to settle a mighty big question for de sciuntific folks.*

*Bobby Wilson—What question dat?*  
*"Speed" Odler—Kin de dead speak.*

For Mtr. L. R. Barry, Div. 1  
Los Angeles Railway,  
Gentlemen:

This is to say a few words of praise for the very efficient manner in which Motor-man No. 145 on the 6th Street line avoided a collision today. Coming west about 2:50 a garbage wagon, without any warning, while the street car was running fast, turned in front of the car. With wonderful presence of skill, the car was stopped within four feet of the wagon.

My desire is to give praise to those who deserve it.

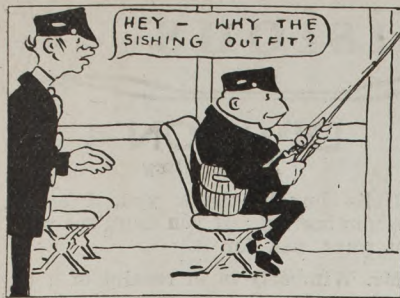
Yours respectfully,

E. M. CHILDS,  
520 South Oxford,  
City.

*Al. Thraves: Nature is wonderful, isn't it? Did you ever see a pair of lips that wouldn't fit?"*

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things (Hand Picked)

For Mtr. J. H. McGregor, Div. 3  
Los Angeles Railway,  
Gentlemen:

Appreciating the difficulties assailing your trainmen at all times in handling the public, I desire to offer my small influence in recommendation for Motorman No. 2721.

Between 8th and 9th streets there were probably more autos parked on the west side of the street than usual, and, in one instance, a coupe had stopped in "double" parking position to discharge some show patrons, and as our car approached them another auto running almost directly in front was consistently warned by Motorman No. 2721 to avoid striking him, and motorman slowed speed of street car, but, as usual the autoist took the chance and crowded between, and motorman was forced to apply air and thereby avoided an accident.

ALBERT R. NEPPER,  
986 South Magnolia Ave.,  
City.

For Mtr. G. W. Coulter, Div. 2  
Los Angeles Railway,  
Gentlemen:

I have been riding on your cars here for several years, and being a railroad man, I will notice occurrences quicker than other persons would.

Last night, March 19th, I was on a Moneta Avenue-54th Street, two-car train north bound, sitting in the first seat on the west side of the car from the motorman. We pulled up to Jefferson and Main Streets and made the usual stop. There were two "F" cars on Jefferson Street ready to turn north on Main. One of the "F" cars pulled ahead. The motorman on the two-car train sounded his gong and started ahead. After he had started, this second "F" car started ahead and rounded the curve on nine points (he was going some) and a collision and possible injury to passengers was narrowly averted only by the quick work on the part of the motorman on the two-car train that we came out O.K. It is said, "a miss is as good as a mile," but this "miss" was so close that that is all you can call it.

I, of course do not know the name of the motorman of this two-car train, but his number is 997. He certainly has something coming his way for being alert and on the job at all times.

Very truly yours,

J. K. POYAS,  
1665A West 54th St.,  
City.

For Condr. T. J. Trabue, Div. 5  
Los Angeles Railway,  
Gentlemen:

May I express to you the appreciation felt by some of the passengers on one of your lines, for the courteous attention to them by one of your Conductors—No. 2350 and for his watchfulness over them in getting on and off his car.

In rigid contrast to this is the utter carelessness of some of the young sports on the East 4th Street line. Within four weeks the car started off three times before my foot was fully set on the upper step. They are too inattentive.

Respectfully,

MRS. MARIE L. EVANS  
573 So. Boyle Ave.

For Mtr. W. D. Everett, Div. 1  
Los Angeles Railway,  
Gentlemen:

It is always quite disagreeable and unpleasant to make complaints against your employes.

On the other hand it is a great pleasure to note the kindly attention they exhibit while on duty as the servants of the public, as well as the company.

I do not know his name, but the number on his cap is 1033. He is an elderly man on the San Pedro line.

I have noticed him so often jump from his seat, assisting some woman alight with her little ones.

Just a few days ago, I noticed him fly to the assistance of a very old and crippled lady that could scarcely walk, and

## NEW SCHEDULE SYSTEM LAUNCHED ON "V" LINE

FOLLOWING the posting of the new line "V" schedule at Division Two, Sunday, June 3, was set as the day to start operations. George Ferguson, representing the superintendent of operation, spent Tuesday and Thursday at Division Two explaining the new schedule system to trainmen. Arrangements were made for close observation of the results of the new system.

### Change Time at Terminal

One of the outstanding points which trainmen must remember is that running time on the new "V" schedule changes at terminals only and not at some intermediate point on the line at a set time. The purpose of the several classifications of running time is to give the trainman time where he needs it to pick up and discharge passengers, and to prevent killing time

when his car is practically empty and few stops are required.

### Intermediate Point Given

The giving of an intermediate time point such as Vernon and Vermont on the "V" line, will make it easier for a motorman to keep on schedule, as only terminals were shown on the former schedule of that line.

It is believed that the new schedule system which is being tried first on line "V" will give a marked improvement in service, because the schedule will be fitted closely to traffic conditions of the time and the locality. The new plan will make it possible for the motormen to keep on schedule time, and relieve the worry caused by cars being delayed due to traffic congestion which was not taken care of by the old schedule.

## 10 NEW CARS SHIPPED FROM EASTERN PLANT

THE first 10 cars of the 75 ordered in the East were shipped to Los Angeles May 24 and 25, according to word received by the engineering department. Unless the shipment is unexpectedly delayed, the cars should arrive here within two weeks. They will be delivered at the Vernon Yard and transferred from the steam line flat cars to the Los Angeles Railway tracks and will be towed to the main shops at South Park, where the electrical

and air brake equipment will be installed.

The cars enroute are of type "H" construction and will be equipped for operation as single units and two-car trains.

The 10 cars on the way are the first of an order of 50, placed at the first of the year. The additional 25, ordered more recently, will be delivered next fall.

## Introducing New Men

The following men have been assigned to their divisions during the week ending May 26th:

### DIVISION NO. 1

Motorman—J. J. Blankenship.  
Conductors—R. H. Foster, A. J. Bourdy, L. H. Dawson, W. T. Deidrick, V. C. Emmons.

### DIVISION NO. 2

Motormen—J. M. Calvert, W. G. Stacey, M. Trowbridge, O. O. Obenshain, R. N. Loggins.  
Conductor—L. W. Warfield.

### DIVISION NO. 3

Motormen—S. C. Blessing, Jr., J. F. Dillon, O. C. Olson, A. W. Chamberlain.  
Conductors—T. G. Moore, J. W. Marshall, C. W. Kesinger, R. O. Ware.

### DIVISION NO. 4

Motorman—G. H. Young.  
Conductors—R. C. Lindsey, R. W. Cartwright.  
Safety Operators—H. E. Cubberly, R. E. Taylor, P. Tanis.

### DIVISION NO. 5

Motormen—S. E. Logan, N. W. Black, G. C. Martin, H. A. Miller, F. E. Marshall.  
Conductors—H. C. Johnson, T. A. Roy, J. H. Maxwell, G. Laird.

how tenderly he helped her safely down to the street.

What a pity it is that more of us do not possess the human and kindly interest in our fellow man that he seems so full of.

I am very respectfully,

B. H. SHAW

5814 Central Ave.,  
City.

## QUESTION BOX

Editor of *Two Bells*:

Will you kindly answer through your columns, the following questions: How should "Corondelet" be pronounced? Is it not a French word, as "Chevrolet," and be so pronounced? I observe that about 75 per cent of the passengers pronounce it as "let."

I have been informed that there are 20 different ways of pronouncing "Los Angeles," each one contending their own is correct. Is not the Spanish pronunciation most generally conceded correct?

If you will answer the foregoing questions, there are a few other streets I would like to get straight on.

Respectfully,  
F. H. DUNCAN,  
Div. No. 2.

Answer—Follow the pronunciation used by the 75 per cent plus of your passengers, making the last syllable "let."

The Spanish pronunciation of Los Angeles as "Loce Ahng-hay-lais" is generally conceded to be correct.

It is so pronounced by the announcer for the Times radio station, K. H. J. which may be heard daily on the radio.

When in a fix, sweating will get you farther than swearing.—Forbes.

## On The Back End

(Contributed)

No more traffic signals at Sixth and Broadway.

Why? The "Sun" will watch traffic by day and the "Owl" by night.

Who will blow the whistles? Mullen and Bluet, and if he wouldn't Silverwood.

R. C. BRAINE, Div. 2.

Motorman I. F. Phillips, of Division Three, who has been doing a little real estate business on the side, has found it necessary to open an office at Ave. 28 and Dayton, under the name of Phillips and Phillips. He has a large sign, "Loans, Real Estate, Etc. Capitol 2869-2869-2700." These are not the exact figures and do not represent his cash limitations as the word capitol is merely the new telephone prefix.

Why should a man avoid taking the 12:50 A. M. car?

Because his chances are only ten to one.

B. T. GELNNIN.

A good job has been suggested for our esteemed motorman, Jack Holm, where he will have plenty of time to Chevrolet or play pin-ochle. The position we have in mind is that of operator for an automatic substation.

The mystery on the "F" line has been solved at last. It seems that the crew following Motorman Jack Wayne and Conductor MacKenzie, claim they have been operating a "Man Only" car because their leader seemed to attract all the women on the line. Yesterday an argument between Jack and Mac was overheard which explained everything. It went like this. Mac: "Doggone it, Jack, you either start wearing both of your gloves again like you used to do before you found that diamond ring, or I'll throw up the run and take a trip down to 'Tia Wanna' again. I'm tired hauling every moon eyed Jane on this line around all day, you can just choose between me and them, I mean it." And Jack agreed.

Nobody ever added up,  
The value of a smile;  
We know how much a dollar's worth,  
And how much is a mile.

We know the distance to the sun,  
The size and weight of earth;  
But no one here can tell us just,  
How much a smile is worth.

Con. G. F. Harper, Div. 5.

'Twas moonlight on the Mesa  
Not a street car could I see,  
Altho I waited for a time  
That seemed eternity;  
The moon it waned; the stars grew dim;  
A fog obscured the sky,  
And yet I saw no headlight  
Of a street car passing by;  
I grew tired and weary then,  
My drowsy eyes were closing,  
And when at last I shook myself  
I saw I had been dozing;  
Then a sign I read above my head  
In letters bold and neat,  
And I found that I'd been standing down  
ON FIFTY-SECOND STREET.

ENVOI  
The moral to this pithy tale  
Is nothing very shocking,  
It simply means BE SURE YOU'RE  
RIGHT,  
Before you start to knocking.  
MILTON C. ARMSTRONG,  
From Div. Five.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

Motorman F. M. Vaughan has returned from a thirty-day leave spent up at Big Bear Lake. Vaughan reports having a fine time fishing and hunting.

Overheard in the waiting room:  
1st Condr.—"Hello, boy, where are you working?"  
2nd Condr.—"On the C. C. and C. C. line."  
1st Condr.—"C. C. and C. C. line; what line is that?"  
2nd Condr.—"West 9th street line."  
1st Condr.—"Why all the Cs, what do they stand for?"  
2nd Condr.—"Canes, Crutches, Cringles and Cranks."

THM.

The A to Z Restaurant across the street which is a hang out for the trainmen in time of eats, is closed for the present time on account of repairs.

Everybody enjoyed the holiday on Decoration Day except of course the extra men who had to work the Cemetery specials.

Motorman C. J. Griffin is taking a few days off to rest up and is trying to run down a few fish in the meantime.

## DIVISION 2

C. L. Christensen

Motorman A. G. Johnson, who just recently returned from a short stay at Murietta Hot Springs, has secured another leave of absence on account of ill health.

Motorman P. Fitzgerald has left for Warner's Hot Springs in San Diego County, where he intends to stop a few weeks, expecting to improve his health.

Mrs. Bolding, mother of Motorman R. N. Bolding, who underwent an operation a few weeks ago at a local hospital, has returned home and we are glad to note she is improving daily.

Condr. W. A. Hodges has secured a 3 months leave of absence and left for the old home, "way down in Tennessee," Memphis being his destination.

Condr. R. S. Young, who has been under the weather for several weeks, is back on the job.

Motorman H. M. Williams has taken a leave of absence of about 2 months intending to go East. F. M. Wilson, also a motorman, is mighty glad to see Williams leave, for as he says, "There will be no mixup in the office for the next two months between he and I." The trouble was when Wilson came up to ask off, we were almost sure to put William's name on the book or visa versa, unless he would tell us right there that he was not Williams.

Conductor A. L. Smith has got into the habit of sleeping as long as possible in the morning and as soon as he gets up he hits the phone, calling Division Two, and saying: "Hold my run, I'll be right down." After receiving that message one morning at 5:50, the clerk asked A. L. where he was then and was informed that he was at home, was not dressed yet and due to pull out at 7:10, his home being only three blocks from the car house, he would try to get there in time to pull his run out. At 6:08 he came in all out of breath. The clerk then informed him that he still had over an hour before he was due to pull out.

Condr. R. A. Eisenhart, who has checked cars for the schedule department is working his run again.

Condr. H. A. Hansen has taken a few days off to visit his mountain ranch in San Diego County, Conductor L. F. Van Zile accompanying him in a Ford.

A comparatively new conductor came in to the waiting room the other day, threw up his hands and said: "I went through so much today I do not think I can stand the job any longer." When asked by the clerk what the trouble had been the con-

## Who's Who



IF WE knew the owner of that sweet voice that calls for Joseph Peter "Mike" Michels at Division Four, this write-up might be more interesting. It may be a case of "no news is good news", but that is neither here nor there, as Caesar remarked as he hunted for a collar button to hook up his armor plate.

Mike is a native son of Los Angeles and started with the Los Angeles Railway in 1913 as a conductor. In 1915 he went to the Southern Pacific general shops and was in the navy from 1916 to 1920. During the war he was a chief yeoman.

After receiving an honorable discharge at New York, he returned to his home town and re-entered street car service as a motorman. He is now doing clerical work and switching at Division Four.

## On the Sick List

Following is a list of men on sick leave recently:

### DIVISION NO. 1

Motormen—C. E. Butler, 644 E. 55th St.; M. M. Spence, 741 Douglas Ave.; J. N. Smith, 1417 1/2 Pleasant Ave.

### DIVISION NO. 2

Conductors—A. C. Haenssler, 326 E. 52nd St.; W. W. Reuter, 261 E. 50th St.; C. E. Hill, 331 W. 50th St.  
Motormen—C. E. Greenlea, 137 E. 59th Pl.; G. Jensen, 3306 Opal St.; D. D. Cellers, 1345 E. 58th St.; R. R. Harrow, 114 E. Pico St.; C. E. Kelley, 7338 4th St., Palms.

### DIVISION NO. 3

Conductors—L. Johnson, 119 Colena Ave.; E. S. Ren, 3620 Emma St.; R. Dean, 211 E. Ave. 28; E. L. Bledsoe, 120 N. Hancock St.; M. V. Howell, 1424 Naud St.

Motormen—R. A. Minkler, 3435 Marmon Way; T. A. Chambers, 2429 N. Broadway; S. L. Burger, 600 W. Ave. 27; F. O. Haebing, 125 Burchett St.; M. L. Stuart, 2738 Newell St.; W. Pearson, 3411 Glen Albyn Dr.; W. W. Hunter, 1168 Crocker St.; J. J. West, 122 1/2 N. Ave. 22; P. G. Roberts, 428 1/2 E. 5th St.; P. B. Bledsoe, 140 N. East Lake.

### DIVISION NO. 4

Conductors—W. R. Price, 1186 West 42nd St.; R. J. Dickson, 500 S. Rowan St.  
Motormen—E. W. Moore, 1348 Georgia St.; L. W. Fry, 1737 Temple St.

### DIVISION NO. 5

Motormen—C. H. Pierce, 5340 4th Ave.; C. D. Hawes, 235 Stella Ave., Inglewood; W. L. Hague, 717 Acacia St., Hawthorne.

ductor said he had had a most awful day; he had a broken bell cord and carried a man past his destination while he was up in front asking the motorman how a lady who boarded the "U" car at Vernon and Vermont southbound, could get to 42nd and Hoover. After the clerk soothed him with a few kind words, he decided to try another day and he is still with us.

## DIVISION 3

H. A. Russell

The matrimonial fever that has been prevalent around this division the last few weeks shows no sign of abatement. The last victim being Extra Conductor Falkenstein. Although the big affair has not yet come off, he was telling us that it was close at hand. All the other newly weds are so far looking severely happy and let's hope they will remain that way.

Condr. Geo. Perdew became jealous of Ray Dean's perpetual hold down of the foot of the list and joined him thereat and then comes along Condr. Jim Millican to complete a happy trio, each of them with right hand raised declare to never let it happen again.

Motr. Oscar Dunman, who has been off on the sick list for the past three months, was in to see us and reports that although slightly reduced is still in the ring and expects to be back on the job again shortly.

Mtr. "Boston" Greaves and wife made an auto trip to San Diego, Coronado and Tia Juana last week-end and "Boston" reports having had an enjoyable trip.

Dan Hanly has joined the auto bug club and has annexed a Peerless and from now on will be a regular contributor to John D's support.

Ex. Condr. Jesse, otherwise keen of eye, had a bogus dollar slipped over on him the other day and when the cash receiver refused to return it to him—well, the blow almost killed father, that's all.

Harry Tupper, our big boy conductor, has been seriously troubled lately with a severe attack of "tireditis." We hear this with great regret as we knew that Harry was always a heavy worker, in fact he loves work so much that he can lie right down beside it and go to sleep.

Condr. Archie Sears has asked for three days off to build a home. There is some speed to this old boy, I'll tell the world.

"Dad" Covington, president of the Covington Rapid Fire Hair Restorer Corporation, had the misfortune to miss out the other day and holy mackerel, you ought to have heard the unkind things that he said about the poor innocent alarm clock. It was a shame. The blame has to be put somewhere, some place, some how and the alarm clock being the least able to defend itself it usually takes the blame.

## DIVISION 5

E. C. Tyler

A letter received from Conductor C. W. Bridger, who was called to Wayne, Michigan, on account of his father's death, states that he is going to remain in the East until next fall and therefore was sending in his resignation.

Conductor H. C. Lehnhart, who is in Miles City, Montana, has also written in and wished to be remembered to all the boys.

He states, that the Montana scenery doesn't look good to him after living in Los Angeles, and he expects to be back on the job about July 3rd.

Motorman M. E. Tobin and Conductor George J. Cowden, who have been on the sick list for some time, have returned this week and are now working their runs.

It is contended that although Conductor Harry Dean is one of the oldest men in point of service at Division Five, yet he is one of the most active. One of his physical culture exercises was observed the other morning when Harry was seen to get off his car in front of Division Five, pull the switch and then run clear to Slauson Ave.

## DIVISION 4

Bob Lindsey

Hello bunch, thank you, I accept the nomination. If you don't see what you want, ask for it.

Mr. Wimberly is in receipt of a letter from Joe Gascon who is farming on some of his relatives' farm in Canada. Remember Joe you old timers? Well, Joe claims he is having the time of his life, and is lonesome to hear from some of his old friends at this division, so get busy. His address is, J. S. Gascon, St. Therese De Blainville, Canada, P. Q.

Turning to the mechanical dept. for a few moments. I have been advised to suggest to Mr. Turnbull, one of the honorable grease rats, that hereafter he might benefit to a great extent if he would follow the directions of that old saying. "Look before you leap."

Another one from the same outfit. It seems that "Shorty" Welch must have been born with a silver spoon in his mouth or something, as he has a wicked craving for silver. The worst part of it is—he is not particular who belongs to the silver. It seems that Shorty tried to get away with part of the silverware at the Georgia Cafe recently, but was caught red-handed by the proprietor, who retrieved his property from Shorty's pocket. In some manner the act was hushed up, and did not reach the police. And still some people claim that justice must be served. "What a world."

I noticed Herb, our estimable boot glistener, in a deep study the other day, looking off into space, an idle pencil and paper on the table in front of him. "What's on your mind, Herb?" I asked him, "figuring out your income tax for next year?" "No suh," he replied, "I was just trying to figure out how much money I'd have if Mr. Shorty Gingrich hadda tipped me a nickle every time I shined his shoes last year or so. Yes Suh, but I'se livin' in hopes, Yes Suh, livin' in hopes".

A timely tip—when the alarm goes off, GET UP.

After hearing Herb's troubles, I didn't have the heart to tell him what was on my mind, so I will do so through this column. Herb you-all shore has got competition, no foolin'. Its this way, Herb. How are you going to compete with a competitor, now that one has appeared, who carries his shine stand around with him on his back. But naturally as ones environment tends to either raise or lower his characteristics, and as "Nuddy" Knudson has worked on Temple St. for some time, it is only plausible that he is able to compete with you under such an advantage. If I were you Herb, I'd catch him with his outfit on his back, when he had the crust to come around your rightful domain, the waiting room, and just bust it all to smithereens.

after the car which is some few hundred yards.

Conductor F. D. Croff, who had the misfortune to be caught between two cars on the Mesa some time ago is getting along nicely, but is still in Golden State Hospital and would appreciate a visit from any of the boys.

Conductor D. Solomon has resigned and is now "grabbing biscuits" instead of nickels, as night waiter in the Company Restaurant.

The following conversation took place on Decoration Day morning at Division Five, about 6 o'clock A. M.

Conductor (approaching counter): "Well, I guess I've done it again, clock B. O., tried to get here, car late, etc., etc."

Clerk Cline (looking over the good book): "Nope, your alright, Sunday schedule today, your run don't go to work 'til 10 o'clock. Go back home and go to sleep."

Conductor: "Well, I don't get charged with a miss, do I?"

No, Harper, there's no charge for missing the wrong schedule and being 4 hours ahead of time for your run.