

TWO BELLS

VOL. IV

JUNE 11, 1923

No. 2

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

Final Rules for Group Movement

NEW STYLES DASH SIGNS AND RUN NUMBERS

New style metal dash signs for the ends of the cars are being prepared so that a standard type will be used on all cars and all lines. A large and a small sign will be used. The large one measures 23 by 20 inches and the small ones measure 15 by 22.

The standard form will show the name of the line and the terminal to which the car is moving. Six hundred of these signs are being prepared in the main shops.

Shows Name of Line

The new type is made under authority of the Board of Public Utilities. It is intended to eliminate the confusion caused by various types of dash signs and will show patrons immediately the name of the line, which is the thing most needed to help prompt loading cars.

New Run Number Plates

The run number discs are to be replaced by larger metal plates measuring six by five and one-half inches, which have two holes to attach them to the car. The numbers will be painted four and one-half inches high so that they can be seen more conveniently than is possible with the present discs. When the new number plates are ready they will be installed with two on each car so that it will not be necessary to change ends with the plate at terminals.

Placed on Outside

The new run numbers will be on the outside of cars, just above the glass in front of the motorman. The plate can be attached by reaching through the opened window. The round discs have been hard to see on account of being small and having them inside the glass adds to the difficulty on bright days.

Adoption of the new type was made on recommendation of Joe R. Ong, consulting transportation engineer who is directing the present service survey.

Switch on Roof Lights

An additional improvement in the marking of cars is that all split lines will have green and red lights in the

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Drops Dime In Fare Box To Tip Conductor

A LITTLE old lady and her daughter boarded a Grand Ave. car the other day which was in charge of Conductor J. Carlin, of Division Five. The car was crowded and Carlin, who is a firm believer in that slogan, "Courtesy pays," promptly gave the old lady his stool. Both the ladies were very profuse in their thanks and when they got off, the young lady again thanked Carlin and held out a dime telling him to buy a cigar. He gallantly refused and the young lady insisted and said, "Here, don't be foolish," and dropped the dime in the fare box. They both alighted and the rest of the crowd laughed. But who was the laugh on: The conductor, the lady or the dime?

J. T. O'HARA,
Div. No. 5.

No Vacation For Old John Stork

The old bird stork has again been visiting in the vicinity of Division Two and just to show no partiality, he made his stop on a bright sunny morning last week at the home of Switchman R. L. Wilson, and presented the proud parents with a lovely little queen. Congratulations, R. L.

Oh, yes, we smoke.

The Harbinger of joy, old bird stork, was in the neighborhood of Division Three again lately, having arrived at the home of Motorman George Dilts, on June 1st, and left therein a pinky bunch of loveliness in the form of a beautiful baby girl. Friday in this case was lucky for George and this being the first in the family, of course he is delighted. We are pleased to report that mother and child are doing well.

New Sport Model For Garage Chief

"Got to put new tires and bumpers on the baby buggy," announced Cecil B. Lindsey, foreman of the company garage at Sixteenth and San Pedro streets. "A new sport model son, fully equipped with lusty lungs and high-powered ambitions has arrived.

"Have a cigar!"

SYSTEM IN EFFECT 7 A. M. TO 6:15 P. M.

FINAL preparations for the introduction of group car movement in the downtown district were made Thursday and Friday, when trainmen of the five divisions gathered at three meetings held at the car houses for instruction.

NEW BUS LINE TO OPERATE MONDAY

The Lincoln Park avenue bus line will start operation Monday morning with the first run leaving North Broadway and Lincoln Park avenue at 5:22 A. M.

It was thought that operation might be started last Thursday but one of the busses was not ready so the postponement until Monday was necessary.

A seven-minute service will be given in the morning and afternoon rush periods, which are designated as from 6:20 to 7:55 A. M. and from 4 to 7:10 P. M. A fourteen-minute service will be maintained through the remainder of the day. The last bus will leave the hill terminal at 12:25 A. M.

Div. 2 Men Start On Auto Caravan

Foreman T. Y. Dickey is going to have some rest this summer. He is leaving early next week by auto, with a party of friends consisting of Conductor D. M. Wood, Ralph Wilkin and Motorman Bill Harris, for Northern California, then through Oregon, Washington and Wyoming, visiting all points of interest. Division Two trainmen all join in wishing the party a happy trip.

TO SOUTH PARK

Ted Hobson, Stationery Department Clerk, has been transferred from the main offices to the South Park Store-room.

Young man from the country if you (pointing to an item in French on the menu)—I'll have some of that, please.

Waiter (Compassionately)—I'm sorry, sir, but the orchestra is playing that just at present.

John C. Collins, supervisor of safety, addressed the three meetings at Division One on Thursday. Henry Scott, travelling supervisor of safety, handled the meetings of Division Three and Four on Thursday and Friday respectively. Grant Clear, of the instruction department, spoke at Division Two on Thursday, and Division Five on Friday.

Safety Comes First

In giving instruction, the three men emphasized that safety must have first place in this, and all other plans to speed up the operation of cars.

Bulletin No. 95 was read and discussed.

It is not intended to move more than three single cars across an intersection on one block of the traffic semaphore, but where two trains of two cars reach an intersection together, they may double across the intersection if all passengers have boarded and alighted when the "Go" signal is given.

Observe Signal

The instructors said that if the first two cars which have been waiting at the head of the safety zone get away just as the third is entering the protected space, this third car must make the stop at the rear of the zone if passengers are waiting there, rather than make them walk back to the head of the safety zone.

The success or failure of the plan will depend largely upon the service given by trainmen in announcing "last stop for—street."

If, after three cars have loaded and unloaded passengers and the semaphore "stop" falls before the second or third car has passed the property line, it must stop and become the head car in the next movement.

The group car movement will be in effect from First to Ninth streets, and Main to Hill inclusive, from 7 a. m. to 6:15 p. m. 6:15 is the time the safety zone standards are moved.

"Phwat's the meanest thing yez kin do to a mon?" asked Mr. Dolan.

"Sind 'im an anonymous letter," replied Rafferty.

"Begob, Oi'll do that same. An' be way of lettin' 'im know where to come if he wants trubble, Oi'll soign me name and address at the bottom."

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Plan For Improvement Comes From Trainman

WHEN a conference of Los Angeles and Pacific Electric Railway operating men was held with representatives of the Automobile Club and the police traffic department last Wednesday, Police Captain James McDowell announced that he got the idea for group movement of cars from a Los Angeles Railway motorman.

The plan for speeding operation of cars and traffic in general was recommended by Captain McDowell, who is head of the police traffic bureau of the city, and has the backing of the city and the Automobile Club. It is believed that thus a motorman paved the way for one of the biggest improvements in traffic movement that has been made for several years. To cut down delay is the ambition of every trainman, but the degree of success the new method achieves depends upon the willingness with which trainmen co-operate to inform passengers of the change.

Posters will be displayed on the street cars prominently, asking passengers to board and alight where the car stops, but some patrons will overlook these signs and others will need the immediate reminder, such as: "Last stop for Seventh Street." Motormen and conductors are asked to co-operate in announcing the first and last stop and to do it in such a way that passengers will hear and heed.

The fullest assistance will be given trainmen and the riding public by a special squad of traffic men at the downtown corners.

Remember that safety comes first.

Remember that it is up to you to inform your passengers.

Use Your Brake

When you feel yourself a slippin'—use your brake.
When you think life's not worth living—use your brake.
When you feel just sort o' mean;
Wish you were with the unseen;
Better go a little steady—use your brake.

When your engine runneth over—use your brake.
And your heart is over flowin'—use your brake.
When you feel you're in the way;
Troubling others every day.
Better go a little steady—use your brake.

You are needed where you are—use your brake.
Let not fate your courage mar—use your brake.
No one can your mission fill;
Folks'll love you if you will
Do your bit with might and will—use your brake.

PEARLIE THOMPSON, Wife of
Cond. O. G. Thompson, Div. 3.

Courtesy And Safety Reports For Month

Eighty-two trainmen failed to win the extra credits allowed for clear courtesy in May and 538 missed the award for clear safety record. The safety mark shows a little improvement over April but is higher than the first three months of the year. The number of men demerited for discourtesy was higher than in previous months of the year.

Hingus—The race is not always to the swift.

Dingus—Oh, no; the hare gets in the soup as often as the turtle.

A farmer was asked by a tramp how far it was to the next town. "There's a milestone round the corner," he replied.

"But I can't read," said the tramp. "Well, it'll just suit you, 'cos there's nothin' on it," replied the farmer.

FOOLING THE BOSS

Murphy was taking a day off, and wishing to enjoy himself thoroughly, he walked around to watch "the boys." The sight of his friend Kelly carrying mortar was the only thing he took any real pleasure in.

"It's yourself that's working mighty hard today, Kelly," expostulated Murphy.

"Whist! I'm just making a fool of the boss!" said Kelly, winking slyly.

"And how are you doing that, Kelly?"

"Sure, Murphy, it's as easy as kissing your hand. He sees me going up the ladder with my hod full of mortar and he thinks I'm working. But Murphy, my boy, it's the same hodful I'm carrying up and down all the time."

"The man who has the superintendence of ten thousand men has had the charge of many small squads. And before he had charge of a small squad, he had charge of himself."—ELBERT HUBBARD.

BULLETINS

Issued June 11, 1923

BULLETIN NO. 94 Notice to Conductors

The following passes are reported lost: No. 783, issued to Nina Lander, Clerk and Stenographer, Line Department.

No. 1994, issued to Lee West, Carpenter, Mechanical Department.

No. 4828, issued to G. McBride, Conductor, Division No. 3.

No. 6673, issued to C. H. Spurlock, Motorman, Division No. 5.

No. 6051, issued to D. Vallon, Motorman, Division No. 5, is in improper hands.

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

BULLETIN NO. 95 Notice to Trainmen

Effective Tuesday, June 12, 1923, cars in the district from 1st to 9th, and Main to Hill streets, inclusive, will be operated in groups of three under the following conditions:

Three cars will be operated over crossings in any direction without the second or third car making a stop at the property line at any time between 7:00 A. M. and 6:15 P. M., providing the loading zone standards are in position to protect the loading of three cars at one time.

When Police Traffic Officers are on duty, such operation will be subject to their direction.

No car in second or third position will follow the car ahead over the crossing without making a stop at the property line, unless a stop has first been made behind its leader and passengers have been given an opportunity to safely board and alight; and at times such stop is made conductor and motorman must announce plainly, "Last stop for—street."

If direction of traffic is changed by automatic or Police Officer's signal before the second or third car in any group has passed the property line, such car will make stop at property line and wait for next change in signal.

Where electric switches are maintained no car will follow another over the electric switch without making a stop at the point of switch, unless there is a Los Angeles Railway traffic man or supervisor in charge of the intersection.

Extra traffic men will be placed on the crossings in this district for the first few days of such operation to assist in directing passengers and the establishing of safe methods of operation, but will be removed as soon as conditions permit; and trains moving in groups must at all times be operated with safety, and especially at times when traffic signals are not working or a Police Officer is not in charge of the crossing, some interference may be caused by vehicular traffic moving on the intersecting streets.

BULLETIN NO. 96 Notice to Conductors

Effective at once, Mail Carriers when on duty and wearing their official badges No. 1 to No. 999, inclusive, honor such badges for transportation from first car in the A. M. until 7:00 P. M.

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

P. B. Hill

Supt. of Operation.

Farmer Jones was on his way home from town when he thought he had forgotten something. Twice on the way he stopped and looked over the packages in the wagon and searched his pocketbook, but decided he had everything, with him.

When he reached home his daughter came running out with a surprised look on her face and said: "Why Father, where's Mother?"—Boy's Magazine.

The young man arrived at the party and made his way to the hostess, greeting her and apologizing for his lateness.

"Awfully glad to see you, Mr. Bones," said the hostess. "So good of you to come. But where is your brother?"

"He was unable to come. You see, we are so busy just now that it was impossible for both of us to get away, and so we tossed up to see which of us should come."

"How nice! And you won?"

"No," replied the young man absently, "I lost."

9010 IN SHOPS PREPARING FOR NEW SERVICE

Instruction car 9010 has been put in the South Park shops for a complete overhauling. This car is one of the unique features of instruction department work. Wires and lights are arranged to trace the various electrical circuits so that they can be easily understood by new trainmen and practically all equipment is in the open, to show how the various parts work.

When the instruction department takes up its new quarters in the building now under construction at Division Four, the car will be housed there and used in the instruction of new men.

In addition to the written examination, student motormen will be required to demonstrate the car.

NEW DASH SIGN STYLE APPROVED

(Continued from Page 1, Col. 1)

roof letter sign, which can be changed from one color to the other by a switch inside the car. The adoption of this plan will be welcomed by trainmen, as it has been necessary to make the change by hand in case of an emergency heretofore. Various plans have been tested for the color lights to designate split lines. It is impossible for the engineering department to state how long it will take to equip the necessary cars as they can only be taken out of service for this installation one at a time.

Profuse Apologies; Her Eyes Are Blue

Now for an apology to J. A. Madigan. It was indeed a sad mistake I made when telling the world through TWO BELLS, of the arrival at Jim's home of a brown-eyed baby girl.

The day following the writing of the big news I had an opportunity to take a good look at J. A. and I must admit his eyes are decidedly blue. So I picked up enough courage and asked him (I opened the door first, ready to leave), in a round about way, how it was the baby had brown eyes when his were blue. Well, J. A. invited me over to the house and after looking the baby straight in the eyes I must say there is no mistake about it—they are just as blue as dad's.

C. L. Christensen.

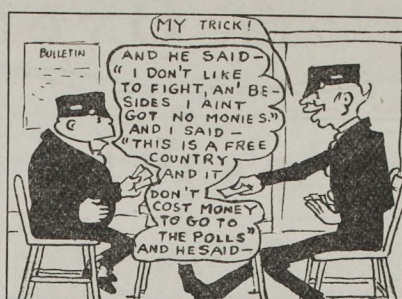
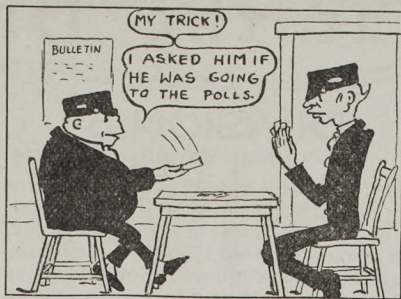
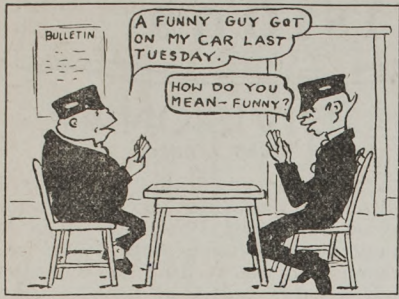
A hotel keeper at an old-fashioned crossroads house in Arkansas had a clerk who suddenly developed kleptomania, systematically stealing from the guests until complaint became general.

The proprietor was at his wits' end, but because of the scarcity of available help and because his clerk was a model one except for this slight failing, he hesitated to part with him. Finally he solved the problem. Over the desk in the office he placed this sign:

"Leave your valuables with the clerk. He'll get them anyhow."

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. F. H. E. Pierce, Div. 2
For Mtr. A. B. Hughes, Div. 2
Los Angeles Railway.
Gentlemen:
I am very happy to report No. 430 on the "H" car, also No. 1526 on the "V" car, as being (in my estimation) both highly efficient and courteous, in fact perfectly competent to fill their Conductor's positions to perfection. Hoping that they may receive all the compensation that they are justly deserving.
I have only recently learned that you desired the Public to report. Neither one are acquainted with me, I simply memorized their numbers.
With best wishes for your success,
MRS. M. J. PLATT,
255 East 43rd.,
City.

For Mtr. M. D. Anshutz, Div. 1
Los Angeles Railway.
Gentlemen:
"The reason of this short note,"
Complaints are most always sent in but praise usually thought then forgotten.
While driving my auto in back of car No. 44, West 6th Street line, the courtesy and thoughtfulness shown passengers by Motorman No. 669 was so conspicuous that I felt the time taken on my part to tell you well worth while and felt you would appreciate same.
Very truly yours,
HARRY E. VALENTINE,
233 N. Beachwood Drive, City.

For Condr. G. C. Westfall, Div. 1
Los Angeles Railway.
Gentlemen:
I feel that it is right to send you a line of appreciation of kindness shown me by Conductor No. 1682. Our street is torn up and it is very hard to get on car and this conductor is very considerate, and I am happy to tell you of this, for I am sure when your men receive love and kindness from us, it will make their day's work brighter.
MRS. E. P. ANDERSON,
Sincerely,
513 North Larchmont, City.

For Mtr. W. M. Millea, Div. 1
Los Angeles Railway.
Gentlemen:
As one of the Stephenson night car patrons, beg permission to comment on the courtesy of Motorman No. 2255, in particular. Wish to state that the crew, to my personal observation, takes particular pains to be courteous to all the patrons.
Sincerely,
JOE J. SCHMITT,
Night Machinist, Herald.

For Mtr. G. Searl, Div. 3
Los Angeles Railway.
Gentlemen:
Without appearing fulsome, I trust that I may call attention to some of the fine traits that I observed this evening in one of your motormen—No. 947—on duty on a Washington Street car.
Through the thick of traffic in the rush hour between 5 and 6, with every board going against him just as his load was ready at the corner; with the track-stealing autoists constantly stalling him back of the intersections; with passengers crowding him so that he barely had elbow room; with starters jamming still more fares through the front gate, and with other annoying perplexities bobbing up at every block, he maintained a composure that won my admiration.
At one stop, with the car still jammed, a little, white-haired, crippled woman, leaning on a crutch and accompanied by a child of four years, edged toward the gate to alight. Quickly stepping down ahead of her, this clever fellow carefully lifted her and the child to the pavement, then held the car until they could pass in front and in safety to the sidewalk on the far side.
A pretty good record for one trip, I'll say!
Yours very truly,
B. FRANK GREAVES,
2663 San Marino St.

MAY HITS LOW MARK FOR 1923 COMPLAINTS

THE low mark for complaints in the first five months of 1923 was hit in May, according to a report of the transportation department, showing that 181 complaints of various kinds have been made during the month. This gives a reduction of 55 complaints below the April mark of 235.

Discourtesy complaints continued

	April	May	Loss or Gain
Discourtesy	60	63	+ 3
Fare and Transfer Trouble	58	29	-29
Starting Too Soon	28	19	- 9
Passing Up Passengers	27	23	- 4
Carrying Passengers Past Stop	20	16	- 4
Dangerous Operation	2	2	0
Short Change	5	2	- 3
Miscellaneous	36	27	- 9
Commendations	236	181	-55
	52	42	-10

high, 63 being recorded in May as against 60 in April. The biggest reduction was in fare and transfer trouble complaints which totalled 58 in April, but only 29 in May.

All other classifications showed a reduction except dangerous operation. This classification had two complaints in both April and May. The detailed complaint summary is as follows:

FIRST OF NEW CARS REACH LOS ANGELES

MAKING good time in a cross-country trip, the first shipment of 10 new cars from St. Louis has arrived in Los Angeles. The cars are the first of 75 on order in the East. They are of the "H" type and will be equipped for single unit or two-car train operation.

The cars were delivered at the Vernon yards and have been moved to the South Park shops, where the electrical and air brake equipment will be installed.

On the Sick List

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

- DIVISION NO. 1**
Motormen—C. E. Butler, 644 E. 55th St.; M. M. Spence, 741 Douglas Ave.
- DIVISION NO. 2**
Conductors—R. R. Reutter, 261 E. 50th St.; C. E. Hill, 331 W. 50th St.; L. M. Connor, 5208 S. Wall St.; B. L. Carter, 7217 Walnut Drive.
Motormen—J. M. Graves, 1029 E. 45th St.; A. U. Calvert, 1368 Justine; B. Krouse, 315 E. 55th St.; W. L. Cole, 319 E. 36th St.
- DIVISION NO. 3**
Conductors—E. S. Ren, 3620 Emma St.; S. B. Orndorff, 2627 Jeffries Ave.
Motormen—S. L. Burger, 600 W. Ave. 27; M. L. Stuart, 2738 Newell St.; W. Pearson, 3411 Glen Albyn; W. W. Hunter, 1168 Crocker St.; J. J. West, 122½ N. Ave. 22; F. S. Danhauser, 2066½ Dayton Ave.; D. M. Fountain, 3328 Merced St.; F. A. Barnard, 202 Lake Shore Terrace.
- DIVISION NO. 4**
Conductors—J. A. Walker, 1345 Oak St. (Rear); G. A. Allen, 2714 Ocean Front, Ocean Park.
- DIVISION NO. 5**
Conductors—R. I. Burton, 723 East 53rd St.; T. A. Shackelford, 7303 Tenth Ave.; G. J. Cowden, 2408 West 54th St.
Motormen—E. Farrell, 3225 West 60th St.; E. S. Braddish, 5349 First Ave.

Decoration Day "R" Service Praised

Although traffic congestion near the cemeteries reached a record point on Decoration Day, only one accident on line "R" was reported, according to Supervisor G. W. Bruffett, who was in charge of service on line "R" that day.

Special commendation of the trainmen was made by Supervisor Bruffett, and it may be noted that the majority of men working on the holiday were on the extra list. Instructions were obeyed to the letter and despite the many blockades, service was maintained satisfactorily throughout the day, Bruffett said.

Among the day's pathetic figures is the local storekeeper who, locked in a telephone booth by a holdup man, did not have a nickel to 'phone for the police.—Buffalo Express.

Bingo—"This wireless telephone is wonderful!"
Jinjo—"Oh, that's nothing. Why, I knew a man who blew a bugle in Philadelphia and went to Long Island and saw the Sound."

On The Back End (Contributed)

A Grouch is a fine fellow gone wrong.

Jack Holm, pinochle shark of Division Five, decided that work interferes with pleasure too much so he has taken 30 days off to brush up on the 1923 rules.

If there be any of Division Three who have not met that bright and new conductor, Herman Nadler, you should see him in a hurry and get his formula for missing a relief going both ways and making a good job of it.

Customer: "(Hic) s'all right, I'll (hic) pay hish fare."
Conductor: "O.K., where is he?"
Customer: "He (hic) didn't get on."

I saw a policeman, who was formerly a motorman, clear up traffic on Washington street in fine shape. And yet autoists wouldn't pay a darn bit of attention to him when he was a motorman. S'funny, ain't it. Yes, it ain't.

The car stopped with a sudden lurch.
Tough Gent: "That motorman. Wotinell does he think this is—a freight train. Blankety?—!—!—Blank."

Young Thing: "Sir, I demand an apology."
T. G.: "So do I, miss, an' if he does it again we'll both get off."
—SUN DODGER.

Safety Operators C. F. Foster and L. Edwards spent a week planning a fishing trip for Decoration Day. About 4:30 A. M. found them on their way to San Pedro. After spending a few hours there without a bite, they flivvered on to Redondo to try their luck. Their science was no better at the latter place, and 2 P. M. found them homeward bound without a sea animal of any species, sad but wiser men. Better luck next time boys, and don't forget the salt? Yeah, you catch fish the same as birds.

For Condr. D. D. Briggs, Div. 3
Los Angeles Railway.
Gentlemen:
Your policy of courtesy and service to the PUBLIC is well exemplified by the conduct of Conductor 2342 on the W line. This man is a striking example of successful effort along these lines and deserves special recognition from you.
The particular incident above referred to is this: On Spring Street, about 1st or 2nd, May 21st, a beggar and cripple presented himself at the car. The conductor, realizing his physical condition and inability to board the car without some assistance, instantly jumped down on the ground and lifted him on the car with all the tenderness and solicitude that he would show to his own sister.
Yours very truly,
W. M. SAXTON,
478 I. W. Hellman Bldg.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Things are beginning to take on a business-like appearance around here now and it won't be many days before we will have that nice new building. Division One will be right in the lead when this is completed.

We were quite surprised to receive a letter from Conductor R. L. Crayton, who has been off on a 30-day leave, stating that he wished to resign. Conductor Crayton has been with the company for about five years and was well liked by the boys who knew him.

Motorman G. L. Thompson is taking a 60-day leave to visit his mother who lives in New York City. Careful old boy, New York is a long way off and you might not be able to find your way back.

Motorman Strickfaden had the misfortune the other day to fall and cut his head while attempting to board a moving car. We didn't know that things like this were ever pulled by a trainman.

Foreman J. B. Lair is planning on taking a two weeks' vacation starting Monday. J. B. is going to hike for the desert where his chief pastime will be hunting jack rabbits and trapping ground squirrels.

DIVISION 2

C. L. Christensen

Motorman W. F. Vellage left last week for Washington, D. C., to attend the Shriners convention in that city.

Motorman F. T. Miles has left for an unknown mountain resort, where he expects to have a genuine rest during the next two months.

Motorman J. W. Sharp will soon be leaving for Knoxville, Tennessee, where he will spend the next three months.

Conductor H. L. Hansen has secured a month's leave of absence, visiting his wife's folks in a nearby country town. Also his father's ranch in San Diego County.

Motorman H. H. Fairman is taking 10 days off to rest up.

Conductor H. S. Crawford has left for two months to visit friends and relatives in Winters, Texas.

Motorman J. C. Miller has been temporarily appointed to the maintenance of way department.

Mtr. T. F. Sullivan has changed over and is now looking upwards from the bottom of the extra list on the conductor side.

Conductor R. L. Wortman's wife is improving at home, after a recent operation.

Mrs. Kelley, wife of Conductor T. J. Kelley, had the misfortune to slip and fall, suffering a broken ankle.

C. J. Haggerty, who resigned a few months ago, has returned to his old post on the rear end of a street car. Glad to see you back, C. J.

Conductor F. S. Holland recently received a telegram from Telsa, Wyoming, informing him of the serious illness of his father. A couple of days later, while preparing to leave for the Wyoming city, another telegram arrived, stating his father had passed away the previous evening.

After an absence of several weeks, during which time he was operated upon for an attack of appendicitis, D. D. Cellers has returned to duty and is now working his South Main street run again.

Motorman J. E. Bourland, the base ball fan, has thrown up his trippers

Who's Who



THERE must be a catch somewhere in the stories and pictures of the smiling milk maid dressed in aingham dress and blue sun bonnet who skips off to milk the cows with a pail in each arm and a modified camp stool in the other. If things were as pictured, why should Thomas O. Gray have abandoned the realm of contented cows to become a motorman at Division? And that's not all. He was a policeman at Riverside.

Gray has been motoring around the Grand and Moneta line for about four years and in his spare moments adds up his earnings from oil investments in which he is quite interested.

and was overheard making a remark, that he was going to quit all this foolishness of going to see the games, playing cards and so on, and settle right down and go to work. Well done, J. E.

DIVISION 5

E. C. Tyler

Motorman H. M. Bush, who has been on the sick list for the past two months, resumed work this week. Motorman Bush spoke very highly of and expressed his appreciation of the help rendered by the Co-operative Association during his illness. He wishes to personally urge all trainmen who are not members of the association to investigate and join.

Motorman C. R. Smith has taken a thirty-day leave of absence to rest up.

Conductor J. H. Jackson has been granted a forty-day leave to go to Wingo, Kentucky, to straighten up some business pertaining to an inheritance.

In order to take a trip north, Motorman C. D. Hawes has been granted a sixty-day leave of absence.

Last Saturday a fishing party left the Sea Gull's roost, consisting of our gallopin' switchman, "Bill" Stoll, Motorman H. Conklin (better known as the "Commodore"), Conductor John Robinson and "Jimmie" Holliday, of the Mechanical Department. Returning, they reported a fine trip and a good catch, but also discovered that the "Commodore" was minus his wallet containing \$350, his pass, etc. They went back faster than they came home and were fortunate in finding the wallet still reposing in the bottom of the boat with contents intact. Now Bill claims that it was only a new way that Commodore has of putting up a deposit on a boat.

It's a long way from Montana to Los Angeles, but our little friend Dan

DIVISION 3

H. A. Russell

If there are any of you that have not had the pleasure of meeting Mtr. Pete Jaksick, late of Division Four, you should lose no time in getting acquainted and learn some of his queer experiences. About two weeks ago he had an experience on his car at Lincoln Park that resulted in his having to be relieved and then on Monday last an old lady in leaving his car, handed him a jolt that he has not yet fully recovered from. Ask him about it.

Most of you have met that old gent around the division that is an expert at mimicking the cats meow. Well, that's Calvin Barnes. Calvin has been with the company in the mechanical department since before this division was opened, in fact over 14 years, and being a single gent and frugal, has decided that he will now take things easy, so has accepted a permanent job as night watchman at this division. Any night that you think that you hear the meow of a poor stray kitten there will be nothing to it only just Calvin pulling off one of his favorite imitations.

We regret to report the passing out of the father of Conductor W. O. Butler, whose death occurred on June 30, at the home of his son. The old gentleman who lived in Arizona, had been in poor health for some time and about five weeks ago came to Los Angeles, hoping that the change would benefit him. The interment took place on Saturday last, at Forest Lawn Cemetery. We extend to the family our sincere sympathy in their great bereavement.

Condr. Charlie Pascoe, singing partner of Motorman R. H. Kerr, is also a good conversationalist over the phone. He practices every evening with a fairy. He may be married, we don't know, but from what we have overheard he certainly ought to be.

And still they are doing it. Two more of our young conductors are going around with that dreamy stare that denotes that they are about to change their status and become real men. Conductor W. P. Leggett and Extra Conductor W. Deskin, are the two latest to fall before the unerring aim of Dan Cupid. Have not yet got the full dope on these young gents, but the big affairs will come off shortly.

Conductor Harry Beals has deserted the home of the dead and is back again on the job with the quick. Harry still has the famous golden smile but has that hush air about him and will have to get more pep. Any of you that happen to have a goat had better keep it tied up or it will be missing.

Conductor Lattimore informs us that his motorman is known among the ladies of the Hooper line as the Sheik.

Cupid made the trip safely and Conductor L. K. White, of the Sea Gull's claimed the first June bride at Division Five, when he married Miss Bertha Patterson, of Lima, Montana, last Monday. The boys of Division Five take this opportunity to extend their congratulations to White and to wish the bride much happiness, also to say "thanks" for the excellent smokes.

Motorman "Jimmie" Mullins resumed work last Thursday. Jimmie has been on leave of absence and spent the time in the state of Sonora, Mexico. He states that is some hot country, that all that is necessary to fry an egg is to break it on a rock. But one consolation is Volstead hasn't got that far south yet and they have a good imitation of the stuff that made Milwaukee famous.

DIVISION 4

Bob Lindsey

A novel comedy-drama was enacted rolling out East First street the other day on Conductor Gibbs' car. A polite young man sitting next to a Mexican woman who was feeding her offspring from a large bottle of milk, got up and offered an elderly gentleman his seat; but, before the latter could get to the seat, a young Boyle Heights' Vamp beat him to it. Then the fun began. The cute little brown baby suddenly turned around and deposited the bottle of milk in the young lady's lap, the bottle leaking most uncomfortably. The old man greatly amused, remarked to Gibbs, "You see young man, the race is not always won by the swiftest." They do tell that a tortoise beat a hare once.

FOR SALE—One first class goat, one second class puppy dog, one diamond ring in pretty good condition. Reason for selling, am changing runs. See Jack Wayne, run 507, Yeast Forth.

Last Thursday morning J. J. Sylver, our Irish motorman, came running over to Switchman Barden and belted: "Hey, give me another car, 362 won't go." Barden sent a mechanic to see what ailed 362. He threw on the overhead, and away they went. Who broke you in J. J.?

Reggie always rode in taxis; William in the trolley car, Phyllis had to choose between them; She did—right you are!

It was 5:28 A. M. May 31st with Stenographer Ellis checking out the runs as usual, when up walked Safety Operator S. H. Brown and asked for his run. Ellis accommodated him and remarked: "Rather early this morning, Brown?" "Nope, guess not," replied Brown, glancing at his watch, then changed his mind, as he was just an hour early. Brown had simply left his alarm set for Sunday schedule, and beat himself out of one hour's nap in the hay. Accept our heartfelt sympathy, Brown, no foolin'.

The meanest guy we've heard of is the bozo that plays solitaire with marked cards.

Passenger boarding car: "Say, conductor, can I ride for a nickel inside?" Conductor: "Sure." Passenger, as he makes for inside of car: "Thanks, I just swallowed it."

Introducing New Men

The following men have been assigned to their divisions during the week ending June 2, 1923:

DIVISION NO. 1

Motormen—E. M. Stanley, W. Ellery, W. A. Reynolds.
Conductors—M. R. Kellar, G. E. Sackville, F. R. Holmquist, M. Sasolow.

DIVISION NO. 2

Motormen—M. G. Zellars, W. Hammond, F. C. Blake, J. J. Barron, E. F. Anderson, B. N. Brooks.
Conductors—E. J. Harman, R. E. Herndon, E. C. Spruil, W. F. Brown, S. De Oreo, L. L. Griffon, C. R. Foster.

DIVISION NO. 3

Motormen—F. L. Hutchison, R. H. Thompson, N. M. Flanagan, W. J. Cripps, B. E. Walton, C. H. Wheaton, G. E. White, C. D. Childs, T. A. McCain, A. A. Mayoue.
Conductors—W. F. G. Lockhart, F. S. Ross.

DIVISION NO. 4

Motorman G. R. Maize.
Safety Operator B. S. Fink.
Conductors—C. L. Sager, L. Musson, T. E. Dunlap, W. E. Persons.

DIVISION NO. 5

Motorman M. Pranz.
Conductors—E. R. Hargett, J. O. Mason, S. G. Boswell.