

# New Rule For Cars At Curves

## BUS DEFEAT OPENS WAY FOR NEW SERVICE

The proposal of eastern capitalists to operate a flock of ponderous double-deck motor buses in Los Angeles, and to repeal the jitney bus ordinance adopted in 1917, was defeated by public vote last Tuesday.

The final count on the attempt to repeal the jitney ordinance was "no" 44,710, "yes" 40,708, a majority of 4,002.

Proposition No. 6 on the ballot for a motor bus franchise was defeated by a vote of "no" 49,359, "yes" 37,128, a majority of 12,231.

The proponents of the double-deck, double jitney bus filed application to operate several lines under one-year permits a few weeks ago.

Before the final count on the election was received, Wednesday, but when enough ballots had been counted to clearly indicate that the people did not favor the proposals, the bus corporation withdrew these applications. At the same time, the company reaffirmed its previous offers for improvement of service through the use of bus lines and extension of tracks.

It is believed that the final settling of the bus case paves the way for general improvement which will benefit Los Angeles as a whole.

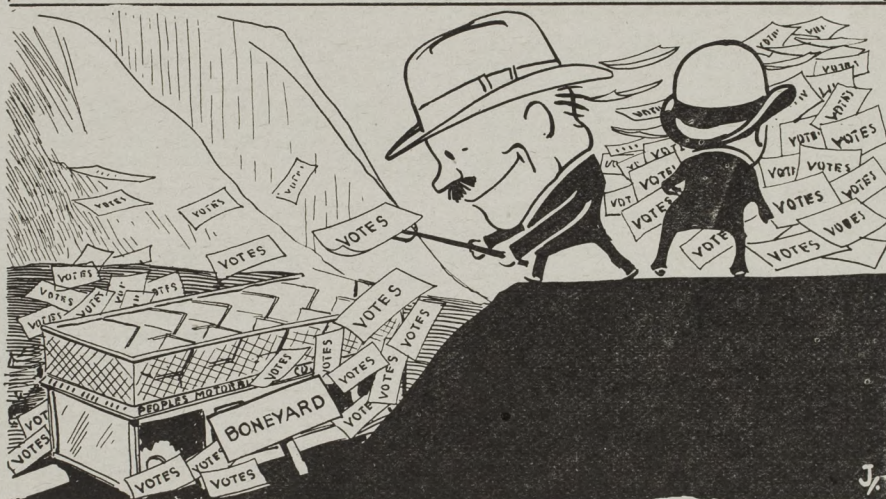
### "Dick" Smith In Hospital

R. R. "Dick" Smith, assistant superintendent of operation, and one of the best-liked men in the Los Angeles Railway, underwent an operation for appendicitis last Thursday. Dick has not been in the best of health for some time, but he expects to be back in his old-time form in a short time.

He—What an enchanting night, my love! What do the stars make you think of?

She (dreamily)—They remind me of all the diamonds I want so badly.

## BURIED WITH BALLOTS



## Mr. Kuhrts Praises Company Spirit

TO ALL EMPLOYES:

The management wishes to express to all employees appreciation of the excellent co-operative effort exerted during the recent election, when the best interests of Los Angeles as a whole, the Los Angeles Railway and every employe, were threatened by an unfair bus proposal.

The result indicates the sentiment of the general public and shows the real spirit of the Los Angeles Railway organization.

Yours very truly,

General Manager.

### 541 Miss Credits For Clear Safety

During April, 541 trainmen missed the extra credits given for clear safety record and 59 missed the special award given on the record cards for clear courtesy, according to figures compiled by the clerks in charge of the merit system records.

"Once we thought work was a curse; then it came to us that it was a necessary evil, and yesterday the truth dawned upon us that it is a blessed privilege."—ELBERT HUBBARD.

Prof.—"What do you find the hardest part of the Bible?"  
Student—"The book about work."  
"What is the name of it?"  
"It's called—Job."

## ALL TURNS TO BE MADE WITH "GO" SIGNAL

On Sunday, May 13, a new traffic ordinance which requires street cars to turn with other vehicles on the "go" signal at downtown corners, becomes effective.

The new ordinance will put street cars and automobiles under the same rule, and it is expected to reduce the confusion caused by cars moving at some downtown curves on the "stop" signal. This practice has been in force for several years at the request of the police department, and was designed to prevent street cars "squeezing" autos at the downtown corners where the street is narrow. This has always been a cause of confusion, especially to out-of-town motorists, who have started through an intersection with the street cars, and then heard the disconcerting voice of the traffic officer bringing bad news.

Captain James McDowell, head of the police traffic department, believes that the new plan of moving at all curves on the "go" signal will be an improvement. It will necessitate careful operation to protect street cars and motorists from accidents, but every effort will be made to inform automobile drivers of the new regulation.

Through the public safety and the sign posting departments of the Automobile Club of Southern California, warning cards will be attached to poles at street car curves. Posters will be displayed on street cars notifying motorists of the change.

### Tacoma Ry. Publicity Chief Visits Here

C. V. Allen, publicity manager of the Tacoma Railway Light and Power Co., visited the Los Angeles Railway last Thursday and met officials at the main offices.

Mr. Allen was particularly interested in the bus fight as Tacoma has been through a jitney campaign of somewhat different type. The pest of the street was defeated there by the street railway selling weekly passes for one dollar, which became the most popular form of transportation. This plan has caused the jitneys to quit business.

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## To Maintain Confidence

THE action of voters last Tuesday, expressed disapproval of the plans of a bus corporation, backed largely by eastern capital, to disorganize the transportation service of Los Angeles. It may be considered as a vote of confidence in the existing transportation service.

The company has expressed willingness to proceed with a very definite improvement program.

Coupled with the extension of lines and the creating of new lines, there must be continued good service for individual passengers. This means that courteous relations on the cars must be maintained at all times, and that trainmen must make every endeavor to render the best possible service that circumstances permit. Every member of the Los Angeles Railway organization, from general manager to the newest trainman, has an important part to play in providing a local transportation system second to none in the country.

## Repay Debt With Service

IN THE rejoicing over the election, let it be remembered that it was the good judgment and fair play of the majority of Los Angeles voters that decided the issue. The demonstration of fair play means a lot to Los Angeles Railway employes for it is not pleasant to contemplate what retrenchments the company would have had to make if a bus corporation had been allowed to make inroads into the revenue by taking the cream of short haul business and leaving the expensive long haul to the street cars.

Every employe of the company owes a debt of gratitude to the public. Appreciation can be shown best by making a bigger effort to serve willingly, to the best of our ability.

## A Message To Garcia

WHEN war was declared in 1898, between United States and Spain, President McKinley wanted a man to lead the Cuban armies against Spain, and selected C. Garcia, a Cuban patriot and soldier, who had fought several battles in trying to free Cuba from Spanish rule. At that time, it was known that Garcia was somewhere in the wild interior of the Cuban Isle, and the President was informed that the one man in the United States who could be depended upon to deliver such an important message, as the one in question, would be a Mr. Rowan, who then was called before the President and informed of the importance of the delivery of the message.

Rowan did not stop to ask any question regarding the possible danger of a trip to the interior of Cuba, but took the message and said: "I will deliver it," and succeeded after many days hard journey.

The man who can get up and say when ordered to take a message to Garcia, "I will do it," is the kind of a man in demand everywhere. Having employes who can be trusted and depended upon to do their duty is a great pleasure to the employer.

A large number of employes are under the impression that their boss has an easy job, never realizing that the whistle means nothing to him, he works early and late, because ALL of his employes are not like Rowan. Whenever a man is ordered by his employer to do certain work he should try to carry out the order to try to be like Rowan, who said, "I will do it."

So, fellow employes, let us always try to do our duties as it should be done, let it not be necessary for our employer to be on the job early and late, but work in the same manner when he is not present as we would when he is watching us. Working in that way we are showing the right spirit towards our employer, who will realize he can depend entirely upon us and he will say: "There is a man who can take a message to Garcia."

C. L. CHRISTENSEN.

Willy (at the Chicago opera)—I love this "Carmen" music.

Nilly (severely)—They're not singing "Carmen," but "Rigoletto."

Willy (defiantly)—Bet you a dollar. The paper said distinctly that "Carmen" was going to be given on Friday.

Nilly (witheringly)—Well, today is Thursday, not Friday.

Willy (looking at the program)—Gee! You're right. Let's go home.—The Baton.

You're enjoying good health —That's pleasant.

You want to remain so —That's natural.

You may be careless —That's possible.

You may have an accident —That's probable.

You sincerely hope not —That's evident.

Then practice "Safety First" —That's wisdom.

# BULLETINS

Issued April 5, 1923

BULLETIN NO. 63  
Notice to Conductors

The street formerly known as Delaware Drive has been officially changed to Windsor Boulevard. Conductors will so direct passengers.

BULLETIN NO. 64  
Notice to Conductors

The downtown terminal of line "I" has been changed from Olive Street between 1st and 2nd to 1st and Hill.

Conductors on all other lines will instruct passengers to transfer to line "I" at 1st and Hill Streets, but will continue to accept line "I" transfers at the same points as heretofore.

BULLETIN NO. 65  
Notice to Conductors

Police Badge No. 170

Old Style Police Badge No. 170, which has apparently been gilded or bronzed over, is being presented for transportation.

Conductors will please be on the watch-out for this Police Shield, and if in the future it is presented for transportation, take up, collect fare, and if possible, obtain name and address of party offering same, as this badge is a duplicate, the original being in possession of the Police Department.

BULLETIN NO. 66  
Notice to Conductors

Pass Found

Please cancel that portion of Bulletin No. 62, pertaining to lost pass No. 6065, issued in favor of Conductor R. C. Braine, of Division Two, as this pass has been found.

BULLETIN NO. 67  
Notice to Conductors

The following passes are reported lost: No. 1993, issued to Mrs. Bennie West, car cleaner, Mechanical Dept.

No. 2058, issued to L. T. Travis, scrubber, Paint Shop, Mechanical Dept.

No. 3026, issued to Mrs. Phil B. Harris, wife of P. B. Harris, Chief Engineer.

No. 4205, issued to C. Fraetis, motorman, Division No. 2.

No. 6274, issued to L. F. Smith, conductor, Division No. 3.

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

BULLETIN NO. 68

Effective May 13, cars will proceed at all curves when given the "GO" signal, if movement is regulated by automatic semaphore or by traffic officer. Motormen and Safety car operators are urged to be particularly careful that automobiles or other vehicles are not squeezed between the car and the corner curb where the streets are narrow.

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

## "Lily", Mascot Goat, Prize Given for Clearing Track

Conductor A. MacKenzie of Division 4, reports that his car ran into a herd of goats at 103rd and Vermont last Friday afternoon. The owner did very effective work toward shooing them off the track and was greatly aided by the motorman, Jack Wayne, who remained seated but broadcasted a continuous clatter on the gong. The herd finally vacated the "franchise" and the herder was about to heave a sigh, when the motorman called his attention to one of the younger goats running down the track about 500 feet ahead.

"Aw, you can have that d— animal if you can catch him," answered the owner, disgustedly. Jack caught him and took him on—he was getting relieved in about an hour and a half. Everything was lovely till they got down on E. Fourth St. There the kid got so noisy Jack had to stop and get a pint bottle of milk to shut him up.

Mother—"Son, I don't believe you washed your face at all."

Small Son—"If you don't believe me, look at the towel."—Judge.

# EX-TRAINMEN RETURNING TO CARS

Additional testimonials that the train service of the Los Angeles Railway is a good thing, have been received this week from men qualified to express an opinion—those who left the service, but returned after trying other lines.

Motorman D. W. Carter, who left Division Three several weeks ago, has landed back with the Do and Dye tribe after going around in a circle.

"Shorty" Bryant, the midget of Division Four, wants to come back. In a letter received by Supt. Wimberly, "Shorty" asked to be reinstated, after starting out to make Imperial Valley farming a famous industry. The midget probably will be reemployed but his seniority—gosh that's right!

At Division Five Motormen J. A. Limes, J. E. Raski, J. C. Hankins and F. Adams are among those who liked the work so well and with the higher rate of pay as an inducement, have returned to service during the past week, Raski and Adams qualifying as conductors.

Twenty-two of the men employed in the week ending April 28 had previous service with the company and came back after trying other work.

## Little Stories OF Street Car Life

*This little story has not got much to do with street railways except that it is told by Police Captain Heath, of traffic department, who was an L. A. Railway motorman in the "way back" days.*

"I was in my office at Central station one night, when a man came in and said he was unable to discipline his six-year-old son who had been caught in a petty theft, although he had all that a boy could wish at home. He wanted me to throw a scare into him by pretending I would put him in jail.

"I told him to bring the boy in and leave him with me. Then I told the boy I did not think he was a very bad kid but showed him what happened to fellows who steal and then told him if he would take a good licking from his dad I wouldn't throw him in jail. That was a bargain so we called dad in and told him. His jaw dropped four inches when he realized what he was up against.

"I guess I double-crossed the old man but I believe both of them got something that was good for them."

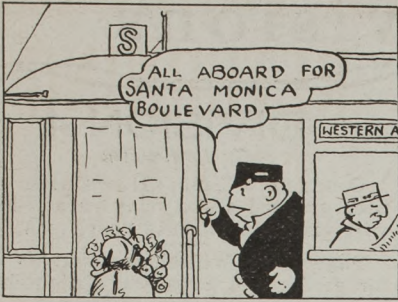
*So it looks like a policeman has more to do than hand out traffic tags, just as a conductor is sometimes called upon to look after a passenger's baby while he cranks the fare box.*

## Third Fracture in 3 Years Upholds Score

Motorman G. Jensen, of Division No. 2, had the misfortune to slip while walking in front of his house, and fall, and break his left arm. This is the third time in as many years that Jensen has suffered broken bones. Two years ago, while working out of Division No. 4, he spent 5 months in a local hospital suffering a fractured leg.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

For Condr. S. B. Cullen, Div. 2  
 Mrs. Dunnigan phoned to comment upon the courtesy and efficiency of Conductor No. 1062, line "D."  
 Said he is kind to and thoughtful of all. All seats being taken when Mrs. Dunnigan boarded the car, conductor very politely offered her his stool.  
 MRS. H. L. DUNNIGAN,  
 2884 Sunset Place.

For Condr. S. B. Cullen, Div. 2  
 Los Angeles Railway.  
 Gentlemen:  
 I only wish to say a word of praise relating to one of your conductors. I do not know his name, but he runs on the West Jefferson street car and his cap number is 2208.  
 I have to take my little girl to the College of Music two or three times a week, and we have to ride the crowded cars home. He is so nice and pleasant, even under trying circumstances. I have lived on several car lines, but have never met a conductor quite so pleasant. In my opinion, he is an ideal man for his job.  
 Most sincerely,  
 MRS. MATTIE L. PEREGOY,  
 1802 Magnolia Ave., City.

For Condr. O. E. Wilson, Div. 2  
 Los Angeles Railway Co.  
 Gentlemen:  
 I take pleasure in calling to your attention, the efficiency of Conductor No. 518 on the "S" car line.  
 I have been using this line for the past three weeks and No. 518 is the only Conductor who has called the streets so that the passengers could hear and know where they were. You may not appreciate the fact, but it is certainly a comfort to your patrons of have this help on these dark nights.  
 Many of the Conductors do not call any streets—some call a few, but it's a long time between drinks.  
 Yours truly,  
 F. L. BATTLE,  
 311 North Kingsley Drive, City.

For Operator J. C. Berrell, Div. 4  
 Los Angeles Railway.  
 Gentlemen:  
 Would like to bring to your attention the courtesy and kindness of operator No. 3045, in assisting a man who was a passenger on the Griffin and Griffith line, about 11:30 A.M., Feb. 26, 1923. Passenger was taken very ill and the operator did everything possible to assist and help.  
 Such courtesy is very commendable and I am very glad to be able to speak a good word in behalf of this operator.  
 Sincerely,  
 MRS. CARRIE J. DIVELY,  
 150 East Ave. 32, City.

For Condr. A. R. MacDougall, Div. 3  
 Los Angeles Railway.  
 Gentlemen:  
 I want to tell you that you have a conductor on the West Washington line who is very courteous and accommodating, calls the streets in a very distinct and understanding manner.  
 If there is any reward for such service, he is entitled to it. I do not know his name, but the number on his cap is 396.  
 Yours very truly,  
 C. A. TARCY,  
 4680 Mascot St., City.

For Condr. A. P. Keran, Div. 3  
 Los Angeles Railway.  
 Gentlemen:  
 Just to say a word of commendation of Conductor No. 766, on whose car I rode, from Temple Street line Saturday during the rain. He has many years of age I judge, but he has so much "milk of human kindness," that his tact and civility and care for his passengers' comfort impells this expression to you of a man's fidelity to your company's interest.  
 Sincerely,  
 B. F. BERNSEN,  
 622 Imogen St., City.

## COURTESY WEEK BRINGS RECORD IN "BOUQUETS"

THE "courtesy week" campaign, conducted in the week of April 15 to 21, was successful in arousing the attention of street car riders to the work of the trainmen, because it resulted in 52 letters of commendation being received. This is the highest number of "bouquets" received this year. It was tied last November with 52, and beaten last July with 62 such letters. April stands tied for the second highest month in commendations since January, 1921.

Other parts of the April complaint summary are not so encouraging. Sixty charges of discourtesy were received which ties the March figure in this class. This is an improvement when it is considered that more cars

and more men were in service in April than in March, but at the same time it was hoped to make an even better showing.

An increase of 14 complaints about starting too soon emphasizes the necessity of checking this dangerous practice.

The detailed complaint summary follows:

Classification	March	April	Loss or gain
Discourtesy	60	60	0
Fare and Transfer Trouble	51	58	+ 7
Starting Too Soon	14	28	+14
Passing Up Passengers	21	27	+ 6
Carrying Passengers Past Stop	14	20	+ 6
Dangerous Operation	4	2	- 2
Short Change	1	5	+ 4
Miscellaneous	31	36	+ 5
	196	236	+40
Commendations	39	52	+13

## On the Sick List

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

DIVISION NO. 1  
 Conductors—O. Arguello, 2628 E. 4th St.; D. R. Greenfield, 1104 Delphi St.

DIVISION NO. 2  
 Motormen—W. Meier, 603 1/2 E. 7th St.; C. A. Bryan, 4620 Wall St.; A. G. Johnson, 219 W. 58th St.; O. L. Harrison, 201 E. 47th Pl.; D. D. Cellers, 1345 E. 58th St.

Conductors—A. R. Hanson, 3819 S. Vermont; A. C. Haenssler, 326 E. 52nd St.; P. J. Boyer, 257 E. 49th St.

DIVISION NO. 3  
 Conductors—L. J. Hinson, 1619 Champlain Tr.; R. Dean, 211 E. Ave. 28; R. J. Leonard, 226 W. 11th St.; G. T. Nunn, 4409 N. Griffin Ave.; L. Johnson, 119 Colena Ave.

Motormen—W. W. Yates, 5925 Monte Vista; F. O. Hebbing, 125 Burchett St.; R. E. Minkler, 3435 Marmion Way; T. A. Chambers, 2429 N. Broadway; H. Christin, 2660 Loosemore; L. Cromena, 2632 Huron St.; R. E. Davenport, 2814 Jeffrey Ave.

DIVISION NO. 4  
 Conductor—W. R. Price, 1126 West 42nd St.  
 Motormen—D. F. Martin, 1596 Bond St.; W. Doovas, 743 East 17th St.  
 Operator—C. G. McDonald, 901 Winfield St.

DIVISION NO. 5  
 Conductors—J. Forbes, 5413 2nd Ave.; J. A. Johnson, 1616 West 54th St.; E. P. Sinclair, 5116 Gramercy Place.

Motormen—C. N. Stowe, 620 West 82nd St.; A. J. Spohn, 111 W. Pimento St.; Ingwd.; J. L. Bruno, 5407 2nd Ave.; B. R. Cox, 117 West 28th St.

Woman—"I should think you would be ashamed to beg in this neighborhood."

Tramp—"Don't apologize for it, mum, I've seen worse."

For Mtr. T. D. McLerran, Div. 1  
 Los Angeles Railway.  
 Gentlemen:

It gives me great pleasure to report the courtesy of one of your conductors—No. 1264, on the 6th street car. His courtesy to an old lady was excellent.  
 Respectfully,  
 MISS EVELYN V. McROSS,  
 2025 East 4th St., City.

## Introducing New Men

The following men have been assigned to their divisions during the week ending April 28, 1923:

DIVISION NO. 1  
 Motormen—S. H. Treadway, A. Four-nier, S. Francevich.  
 Conductors—A. D. Webb, C. J. Long-well, C. R. Linville, E. E. Jones.

DIVISION NO. 2  
 Motormen—H. E. Fosdick, E. J. Murray, W. E. Stout, W. L. Pawlowski, G. R. Sharp, S. R. Dickson.  
 Conductors—C. E. Davis, C. C. McLaren, R. R. Whitson.

DIVISION NO. 3  
 Motormen—F. J. Jordan, A. G. T. Fox, W. G. Harris, L. M. Fink, F. Cimmarusti, A. J. Porter, A. H. Ellis, M. McKaig, C. W. Roberts.

Conductors—F. W. Lang, C. C. Coates, R. L. McIntosh, J. G. N. Wolfson, C. R. L. Ford, R. J. J. Jesse, C. J. Scofield.

DIVISION NO. 4  
 Motormen—D. H. Williams, G. D. Roberts, R. B. Cutler.  
 Safety Opr.—C. Fanning.  
 Conductors—C. T. Hiltabidle, E. E. Foster.

DIVISION NO. 5  
 W. Eberbach, Jr., J. H. Orcutt, H. L. Dame, R. E. Bellah, E. Ritterhaus, Jr.  
 Conductors—E. W. Courtney, O. V. Byers, F. Adams, E. E. Quick, W. R. Stephenson.

## NO EVIDENCE

One afternoon a stranger debarked from a train at a bustling town in the West and headed up the street. Finally he met a man who looked like a native.

"Pardon me," said the stranger, "are you a resident of this town?"

"Yes sir," was the ready rejoinder of the other. "I have been here something like fifty years. What can I do for you?"

"I am looking for a criminal lawyer," responded the stranger. "Have you one here?"

"Well," said the native reflectively, "we think we have, but we can't prove it on him."—Washington Herald.

## On The Back End

(Contributed)

I was working Temple street with J. J. Olexo. After the pull in, the clerk asked us to go to University with an extra. We went, Lex, thinking it would be a diversion from the Yiddish, but the first one to get on was a big, fat Jewish woman who shouted:

"Oh, there's my conductor from 'Temple' street!"

DUNDAS, Div. No. 3.

BACK IN 1890

The world's most famous automobile manufacturer was working in a bicycle shop.

A millionaire hotel owner was hopping bells.

America's steel king was stoking a blast furnace.

An international banker was firing a locomotive.

A President of the United States was running a printing press.

A great merchant was carrying a pack on his back.

A railroad president was pounding a telegraph key.

There's always room at the top—where'll you be in 1954?—Ad-points.

A passenger, with a mysterious package, boarded an H car piloted by Motorman Seliffo of Division One. Crossing Hope street, an equally mysterious laugh rang through the car and the motorman stopped and walked through the car to investigate. Finding all well, he proceeded. Near First and Vermont a car passed in the other direction and a cry like the scream of a baby caused the motorman to stop in a hurry and run around the side of the car, preparatory to summoning a vacuum cleaner. Then the mysterious package identified itself as a parrot enjoying itself immensely.

Conductor Field was in the restaurant at Division Five the other day and a conductor of Division Five came in and ordered some oysters. The waiter told him they were out of season. "Oh, that's alright," said the conductor, "Bring 'em in, I'll season them myself."

Life is service!  
 The man or woman who progresses is the one who gives his fellow-beings a little more—a better Service!  
 BRYDE.

A kind old lady, who couldn't harm a fly, boarded a "V" car in charge of Motorman O. J. Lamm, of Division Two, asking him where his conductor from the previous day could be found, as she had given him an old transfer by mistake and bringing the transfer with her today, she wished to correct the error she had made, as she concluded: "I would not like to see the poor conductor getting fired for taking an old transfer, now that I brought the right one with me today." (Of course it would be a day old too.)

Motorman "Slim" Powell claims to have been a policeman before starting his career on the street cars, but judging from his ability at Ed's shine stand, we are willing to bet that he has been "shinin' 'em up" professionally.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

"Passenger got on my car and handed me five pennies, for which he was given a nickel to drop in the box. He then asked for a transfer and upon receiving same he wanted to know what time it was, and then after getting this information, he stuck around blocking the aisle and keeping people from depositing their fares in the box. By this time I was getting a little uneasy and I asked him to step to one side and he said he would as soon as he found out where he was going. Well after explaining to him just where we were going, which took about fifteen minutes of my time, he remarked that this was a funny country, as he saw that everybody was laughing at him. Well, after a minute's pause, he asked for a match and so I went to the motorman and got one for him. This man rode to the end of the line and on the return trip, as he was getting ready to leave the car at Broadway, he remarked, 'What line is this? I just want to know, as I might want to ride it again, I enjoyed my trip very much.'"

Such is the life of a conductor.

I. J. KRAMER.

Conductor Brigham is taking a week off to go fishing. The trout will sure have a hot time when they see R. W. coming.

Motorman F. M. Vaughan is taking a thirty-day leave to go up to Big Bear and various other resorts on a fishing and hunting tour.

Conductor Erhmon, who was called East on account of sickness of his mother about thirty days ago, is now back on the job and "raring to go."

Conductor C. A. Lucas, who has been off for the past ninety days on account of poor health, is again in the harness feeling very much improved.

## DIVISION 2

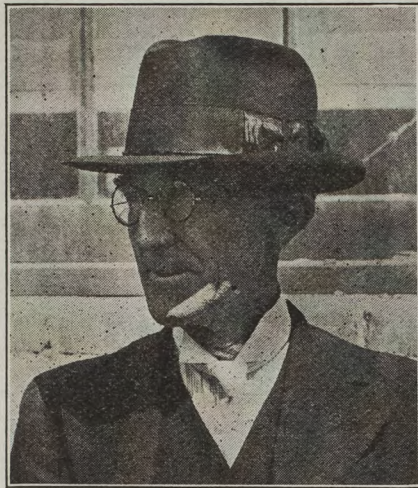
O. L. Christensen

Another big fight has been won in the defeat of propositions No. 5 and No. 6, repealing the jitney bus ordinance at the municipal election last Tuesday, which can be attributed largely to the constant good will and co-operation between officials and employes, as without the proper spirit existing no such undertaking could be accomplished.

Motorman V. E. Scott, of Division Two, is scheduled to pull his run out about 4:30 P. M. Last Wednesday he arrived as usual in good time, walked around joking with his friends about missing out, and other things. Of course, V. E. is a very reliable motorman, who never did do such a thing as miss out, and was discussing that matter when time arrived for him to pull his car, so he went down into the barn, got the car ready, and was about to leave, when an extra motorman appeared with the train run disc for Scott's car, and of course said extra man was duly authorized to operate said car for that night. So V. E. remarked to his conductor, "I guess I will work a tripper this evening instead of my run."

Motorman J. H. Mills, who is known to be a pilot of a car on line "H," was observed recently on a bright morning just as the sun was spreading its first rays out over the beautiful Southland, to board a Vernon car in the car house. Putting on the trolley, letting down the fender he patiently sat down to await the arrival of his conductor. Another motorman passed by seeing J. H. on line "V" car, asking him if he had chosen a run on the cross-town line. Mills looked at him in disgust, saying: "Cross-town your foot, I am working Maple avenue." "Well," his friend proceeded, "You had

## Who's Who



OUT South Park way you can find R. E. Ellithorp, acting foreman of the electrical department, but he doesn't act up much at that. He has been with the company 23 years, having started in July 1900.

Looking after the banding of armatures and the like may not look like a very romantic job to an outsider but Mr. Ellithorp evidently finds inspiration in it as his hobby outside of work is classical literature and art.

*The callous editor, into whose presence the aspiring humorist had forced his way, handed back the latest batch of laugh-inspiring offerings.*

*"You editors," remarked the joke artist, "take life too darn seriously."*

*"On the contrary," chortled the editor. "I could take yours with positive glee."*

*Baffled, the funny man went to the next place.*

*"I'm afraid I'm catching cold," said Kloseman, trying to get some medical advice free. "Every once in a while I feel an itching in my nose, and then I sneeze. What would you do in a case like that, doctor?"*

*"Well," replied Dr. Sharpe, "I guess I'd sneeze, too."*

better get down and take a look at the signs on this car," which J. H. did. Realizing his mistake, he picked up his cushion and began to look for a Maple Ave. car.

Conductor C. D. Preskitt, who formerly claimed Division Four as his home, has changed over and is now looking upwards from the bottom of the extra list, on the motorman's side.

Conductor S. J. Napierske, who has been in poor health for some time, has accepted a temporary position as flagman.

Conductor C. A. Arrington, who is amongst Division Two's finest young men, made application for a position on the Los Angeles police force, was accepted and secured therefor a leave of absence to give his new job a fair trial, before resigning. Sorry to see you leave, C. A., but wish you success.

Division Two extends their deepest sympathy for Conductor S. D. Moore, whose wife passed to the great beyond, April 30, after a short illness.

Conductor J. C. McKassen, who recently transferred from Division Three, is taking a vacation, during which he intends to build a house near Division Two, just to beat the landlord. Good work, Mac.

Cash receiver, H. Miller, has left for his old home in Kansas, where he will spend a few weeks. A. B. Black, of Division Five, is taking care of Miller's booth during his absence.

Motorman C. A. Bryan has returned to his own fire side again, having spent several weeks at a local hospital. C. A. expects to be on the job again in a short time.

## DIVISION 3

H. A. Russell

There are cranks and cranks but the kind that the office force is most interested in at present is the fare box cranks; be sure and turn them in. Don't leave them in the car or carry them around in your pocket and the same goes in regard to Ohmer register keys. Turn them in just as soon as you are through with them.

Well, May 1st has "come and went" and with it the hopes of the auto bus went a glimmering.

Conductor C. H. Deane has just finished breaking in as Extra Clerk and will no doubt make good. We wish him every success.

Conductor Olexo, the sporty guy, brought his new Chandler around the other day to give us a look. It is a beaut, all Okeh. How can you do it, Olexo, old kid.

Slim Barrett is tickled pink over his Eagle Rock night run as with the headway he has no trouble at all of getting to the end of the line ahead of his follower.

Conductor E. C. Croughan is willing at all times to instruct new men on how to make out accident reports, as he has vast experience at same, but he is still renting pencils, as in that way he defeats the H. C. L.

Great men are not always the greatest eaters. For instance, our midget cash receiver, "Red" Daniels, sent to the restaurant the other evening for a light lunch. Including the rent of the dishes the bill was one dollar and forty cents, and that spells gout if he keeps it up.

Motorman P. J. Bledsoe and A. J. Porter, also Conductor Amos, all of whom left us during the past few months, have returned to the fold and everyone of 'em tickled pink that their records were such as to enable them to get back.

Ex-Conductor Love as a bill poster is some pumpkin, but as a taker off of posters he is the bunk, for when offered the position of taking the posters off, he replied "nothing doing, old top, I put them on to stay" and the boys that did take them off declared in one voice, "Ain't that the truth."

The quest of perpetual motion has ended, it has been found at Division Three. Just watch our genial foreman, J. W. Allen, and if you are not convinced, just watch any of the office bunch and you will find perpetual motion personified and then some.

## DIVISION 5

E. C. Tyler

It is gratifying to go to the Two Bells box and find something there besides atmosphere and dust. It shows that at least some of the boys want to help keep our column interesting. I want to thank you and also to urge the rest to donate something once in a while.

THE SCRIBE.

Conductor A. J. Maryhew has taken a thirty-day leave of absence and states that he expects to stay "right home and rest up."

Conductor W. Janner has resigned and is leaving at once for Chicago to attend to some business. Motorman W. Moore, who has been with us since 1919, has also resigned on account of his health.

The fact that both the bus and the jitney amendments were defeated, shows that the people of Los Angeles know that putting buses on our streets will not solve or help our traffic problem. A great deal of credit is also due to the employees and friends of the

## DIVISION 4

C. J. Knittle

Conductor Lind Hutchinson has been granted a sixty day vacation and will visit his parents "back east."

Supervisor Whitelock, distress doctor at 7th and Broadway (nightshift) is reported to be greatly puzzled over the immense publicity given his friend, Mechanic Macquatter, the trouble man at that station. There is even a hint of envy in the report, at least we have an indirect statement from Whitelock that if the Two Bells photographer wishes to see him, he is on duty every night except Thursday.

Division Four is fast becoming an outfit of lightweighters. The big reason for the phenoma is due to "police-forcitis". Conductor T. E. Brendlinger was granted a six months leave last Monday to try out the badge'n billy job. That leaves "Little Eva" Smith, Pico motorman, to hold down the division.

The trainmen who wrote a letter to a Miss Williamson in E. St. Louis, Illinois and carefully mailed it at the division.....in the Two Bells news box—will be pleased to know that it reached "ye scribe" O K and was promptly dropped in the U. S. Mail box at Georgia and Girard.

Motorman Erdman Reichelt's regular conductor laid off one day recently. Next day Reichelt was telling him about an accident he had had the day before, going west on Pico and finished with, "it wouldn't have happened if you had been with me."

"But you say an auto backed out of a garage near Arapahoe St. without notice and you bumped him," quoth the con, "I couldn't helped you any, Could I?"

"Surely," answered Reichelt, "coming through town that trip we lost a right of way at 4th street because the extra man didn't help the last lady on."

"But that had nothing to do with the accident, did it?"

"It certainly did, it was the cause of it. You would have helped her on, gave me the bells promptly, I would have made the signal and we would have got passed Arapahoe St. before the auto backed out of the garage."

(The conductor did a "dish-rag" to the floor.)

Los Angeles Railway for this defeat, and I wish to take this opportunity to thank the men of Division Five and their friends for their co-operation.

SUPT. C. A. MORRISON.

Conductor B. B. Bott of Division Five has started something. He submits the following jingle and challenges the next fellow to do his worst. Come on you jingle writers.

There was a young fellow named Gus, Every day on the service would fuss.

He bought a Chevrolet And now with greater de He has found something new to cuss.

Conductor J. E. Lawes of Division Five is now entitled to be called "grandfather," as he received word of a grandson, born May 1. Now on the day he received the glad tidings Lawes had taken a lunch, but he got so excited he went over to a restaurant, had his dinner and didn't wake up till he was paying his check. His remark was, "Oh well, who cares."

Conductor Ed. Link used to ride "Heinie's" car to the barn after he was relieved. About a week ago Heinie knocked a dime out of Ed's changer and it was never found. Since then Ed. has stood on the sidewalk and waited for the next car. Now Heinie misses Ed's company and says that if Ed will only catch his car again, he will be glad to donate a dime and charge it up to amusement on his next year's tax report.