

# Single Stop in Safety Zone Ordered

## DOUBLE TRACK ON "C" LINE BEGINS NEW PROGRAM

Double tracking of the "C" line on Douglas street from Bellevue to the end of the line is under way. This is one of the track construction jobs to be carried out in the extensive program for improvement of service which the company is now carrying out.

The order in which the track construction will be done has been outlined by the Board of Public Utilities. The company suggested that the board take this action. Under this schedule, the next job will be installing track on Vermont avenue from First street to Monroe street, serving the University of California, Southern Branch.

The other extensions will be made in the following order:

Melrose avenue from Normandie avenue to Western avenue.

Evergreen avenue from First street to Brooklyn avenue.

Rampart boulevard from Second St. to Temple St.

West Eighth St. from a point between Harvard boulevard to Hobart boulevard to Western avenue.

West Forty-eighth street from a point east of Sixth avenue to Mesa drive.

South Main street from Slauson avenue to Manchester avenue.

Central avenue from a point 1600 feet south of Merrill avenue to Seventy-seventh street.

## Dick Smith On His Feet Again

R. R. Smith, assistant superintendent of operation, is able to be up and around again following his recent operation for appendicitis. "Dick" left the hospital last Monday and since then has been out for a little automobile ride with Daniel Healy, president of the Lion Tamers Club.

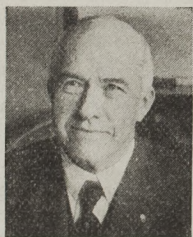
### DUVALL ON HIS WAY

T. G. Duvall, assistant pay master, is away on a vacation for two weeks. On the Saturday before leaving he had not decided upon his destination, but expected to get there safe and sound.

## "COURTESY"

An Editorial By G. B. A.

A PASSENGER on a street car is person buying something. A trainman is a person selling something. The least a salesman can do in dealing with a customer is to treat him with courtesy.



The thing the trainman is selling is service. There is no finer thing one man can do for another than to perform a needed service for him—with courtesy and kindly consideration; very particularly, when he is paid for rendering such service.

Any trainman who lacks the intelligence to interpret the feeling of Good Will that the management of the Los Angeles Railway holds towards its customers can not stay with the company very long. **As soon as he has demonstrated that his lack of spirit and courtesy is chronic, his**

**place will be taken by somebody else.**

There is not an offense more serious, from almost any viewpoint, than deliberate insolence—incivility—discourtesy. It is the hardest to excuse or overlook. It tends to make enemies for the company and for the trainman, and will ultimately cost the latter his job.

Nobody loves a mean man or a grouch.

No business man will ask an uncivil man to leave his job on the cars to take a new one. He may ask the courteous man any time. It is happening and will continue to happen.

Don't be pert, pungent, peppery or pugnacious. Don't be "fresh." Your passengers are paying your wages as well as mine. They are your immediate benefactors. If they should quit you, neither you nor I would have a job.

You can't afford to be superior with a passenger. The quiet little man asking how to get to the corner of Hill and Grand (which isn't) may be a new oil magnate looking for a polite and attentive young fellow for a \$2500 a year job. The tall, awkward fellow in a broad-brimmed felt and rusty black suit may be a railway president or a senator. **The woman who handed you an improperly punched transfer may be the wife of the general manager or your division superintendent.**

You can't always tell.

The man who gives service with a smile, who leaves his tendency to argue at home, who takes a snappy word from a passenger without comment, who gives information cheerfully and courteously, is never out of a job.

Nor does he escape the eye of the boss.

**And—he is in constant danger of being selected for a better job—and then a still better one, and finally—**

GEORGE BAKER ANDERSON,

Manager of Transportation.

## POLICE WANT TO MOVE 3 CARS ON SIGNAL

A plan for group movement of cars at intersections under which only one stop will be made in the safety zone, is to be established June 12, under a recommendation of the police traffic department.

The group car movement plan is intended to speed up operation through the downtown congested district. Cars have been doubled and sometimes sent across intersection in groups of three under the supervision of a traffic loader, but the police order requires that this be done at all street intersections in the downtown district.

### Only One Stop

When a car has entered the safety zone and stopped, whether it be at the property line, or behind one or two other street cars, all loading and unloading will be done at that point and no other stop made before the car moves across the intersection. Cars will follow each other closely, and three can be sent over an intersection together at one drop of the semaphore signal.

With the introduction of this plan, there will be no relaxing of the safety effort.

### Help of Men Necessary

Posters and various kinds of publicity will be used to notify the general public of the police order and to warn against the danger of trying to cut through traffic against the signal and between street cars.

When the group car movement plan is started, additional loaders will be stationed at important downtown corners to direct passengers back to the second and third cars. The benefit of the plan to trainmen and to the general public in speeding up service is immediately apparent, but the fullest co-operation of trainmen will be necessary to make it effective. Trainmen will have to notify passengers who wish to alight when the stopping point is reached and to spread information about the plan as fully as possible.

Every great deed rests on the foundation of a noble thought.

# Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

## New Schedule System Promises Big Benefit

A new principle to be followed in schedule making, namely arranging the running time as well as the headways to suit varying traffic conditions during the day and in the territory along the line, and using four, five or more classifications of running time instead of the usual two, short and long, should give a very substantial improvement in service.

Transportation service is the one and only thing the company has to sell. It must put its product before the buyers in the most advantageous way. A cigar store which kept all its cigars in a wooden cupboard out of sight would not do much business. A cigar stand does business when it is within convenient reach and when the goods are put before buyers in glass showcases.

The new schedule system is intended to put street cars before the buyers of street car transportation in such a way that they will be easily available at the time there is most demand for them.

Taking West Pico street as an example, it is seen that cars coming into town in the morning rush period have to make practically all stops and devote considerable time to picking up passengers. Cars running from town on West Pico in the morning carry lighter loads and do not have to make as frequent and as lengthy stops. The car coming into town needs longer running time than the car going out of town. Such facts as these will be the basis for the new schedules. The necessary information cannot be procured by guess work, but requires intensive checking of riding conditions.

With headways and running times arranged to meet conditions peculiar to certain territory at certain times, passengers have better assurance that cars will be available for them and will appreciate the improved service which the new system makes possible.

Trainmen will find increased satisfaction in the new schedule system. Under the old schedules there are many cases where the trainman feels that he cannot make the running time, due to traffic conditions. It is no secret to the supervisor.

The motorman will find considerable pleasure in operating on a running time which enables him to move his car so as to give even and regular service. It will relieve him of much of the mental strain which is only too familiar to every man who has tried desperately to make time points on time, and this has been delayed by traffic conditions beyond his control and beyond the control of the company.

In building schedules the transportation department will "expect the unexpected", as far as this is humanly possible, by continuous checks of traffic and riding conditions on a line.

As stated in last weeks Two Bells, the first schedule of the new type will be used on line "V". The schedule department under Louis A. Recappe has worked hard on the new system. The need of the new plan has been long recognized, but it was through the work of Joe R. Ong, consulting transportation engineer, who is making an extensive survey of the system and service, that it was possible to make the plan a reality.

The extension of the new schedule system will be watched with considerable interest, as it means a marked improvement that will benefit passengers and trainmen.

## Frank Westcott Now a Grandpa

Supervisor Frank Westcott is a proud grandfather, Miss Anna Westcott, of the transportation department offices takes the title of auntie, and Mrs. Harry Roxstrum is mother of a husky young son who arrived recently.

Mrs. Roxstrum will be remembered as Miss Frances Westcott, who, prior to her marriage, was stenographer of the safety bureau.

### VISITING BACK HOME

Miss Arline Puckett, of the auditing department is on a 30-day leave of absence to visit relatives in Kokomo, Indiana.

Sutton—What part in the Bible you find the hardest?

Preacher Wise—The book about work. It is called Job.

## Introducing New Men

The following men have been assigned to their divisions during the week ending May 19, 1923:

### DIVISION NO. 1

Motormen—S. Scheinert, R. R. Holeman, C. Ellwood.  
Conductor C. P. Lazar.

### DIVISION NO. 2

Motormen—A. W. Smith, V. P. Chenuault, O. Daniels, H. S. Best.  
Conductors—D. MacTaggart, W. Rasmussen, J. E. Summers, C. G. Page.

### DIVISION NO. 3

Motormen—L. O. Moore, J. J. Bronger, R. F. Taylor, F. M. Brown, A. T. Harless, W. C. Scott, F. G. Crockett, J. J. Lynn, O. A. Blanchard.  
Conductors—W. C. Blackard, J. R. Pierce, H. Nadler, J. M. Scantlen, Jr., A. J. Thomas.

### DIVISION NO. 4

Safety Operator A. J. Hester.

### DIVISION NO. 5

Motormen—A. J. Sybert, E. T. Craven, E. L. Hemingway.  
Conductors—A. L. Wilhelm, J. M. Archuleta, C. F. Currier.

## BULLETINS

Issued May 28, 1923

BULLETIN NO. 81  
Notice to Trainmen

All trainmen tagged by Police Officers for violation of the traffic ordinance while on duty, will report with tag to Room 704 Los Angeles Railway Building immediately upon being relieved or pulling into the division. This office is open from 8:00 A. M. until 4:30 P. M.

Secure the names and addresses of witnesses the same as in the case of an accident.

If trainman is involved in an accident as the result of which policeman hands him a tag, he must, in addition to bringing the tag to the office, make out a regular accident report.

BULLETIN NO. 82  
Notice to Trainmen

The 1200 type cars are equipped with an emergency valve. These valves must not be tripped except in extreme emergency.

BULLETIN NO. 83  
Notice to Trainmen

Effective May 23, 1923, toilet facilities in pool hall at 6109 Moneta avenue have been discontinued.

Please make use of toilet in rear of 6022 Moneta avenue, for which we have contract with owners. This toilet may be reached through alley. Trainmen may also avail themselves of drinking fountain privileges at this location.

BULLETIN NO. 84  
Notice to Conductors

Transportation Book No. 8353, issued in favor of David Main, a/c Fire Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 85  
Notice to Conductors

### Passes Found

The following passes have been found: No. 1251, issued to O. Jensen, substation operator, Bulletin No. 79.  
No. 3949, issued to J. J. Cresto, conductor, Division No. 4, Bulletin No. 79.

BULLETIN NO. 86  
Notice to Conductors

Bulletin No. 76 shows pass No. 6533, issued to Motorman F. F. O'Brien of Division Three, as lost. This should have read No. 6105 as lost, No. 6533 being in proper hands.

BULLETIN NO. 87  
Notice to Conductors

Pass No. 1830, issued to Forrest F. Norton, machinist, mechanical department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

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

## The Power Of Publicity!

Do you remember the picture on the first page of *Two Bells* during Courtesy Week, where J. A. Madigan, conductor, clerk, switchman and what-not, at Division Two, was posed holding a baby and a few bundles, while a lady passenger hunted through her purse for a nickel?

Well, that same Jim has got an opportunity to hold his own baby. It was in the early morning hours, of May 18th, that our old friend, Johnny Stork, was making his rounds and stopped to visit J. A. and left a lovely brown eyed baby girl. Both mother and baby are doing fine. Congratulations are in order.

## Women to Hold Big Convention

Close to 10,000 delegates are expected to attend the convention of the Women's Benefit Association May 28 to 30. Representatives from all parts of the country will be present. Sessions will be held at Occidental College.

James Gallagher, of the information squad, has been detailed to tell the visitors all they want to know about street cars.

## TRACKS SOON READY IN NEW MILL

Eight tracks in the new mill which is under construction at South Park, will be available soon for storage of cars. The roofing of the big building is nearing completion. The inside walls and roof are being painted white to reflect light to the best possible advantage, increasing the benefit that will be derived from the special type of roof windows.

The transfer table has been extended to move cars in and out of the mill. Two entrances for cars are provided from 54th street.

## CEMETERY EXTRAS DECORATION DAY

Sunday schedules will be operated on next Wednesday, Decoration Day.

Additional service will be provided on lines W, R and E, serving the cemeteries for the accommodation of the hundreds who will decorate the graves of loved ones.

A six and one-half minute headway will be maintained to Inglewood cemetery for part of the day. Rosedale cemetery, on the Washington line, will have a three and one-half minute headway and the same service will be given on line R.

## Delegation Sees "Johnnie" Married

With a dignified delegation and Joe Finn from the transportation department on hand to lend moral support and eat the wedding cake, Miss Alice Johnson, of the main offices and T. R. McKinley, were successfully married May 19, at "Johnnie's" home in Glendale. Following the ceremony refreshments and rice were enjoyed.

Kid Cupid has been doing quite a roaring business at the main offices in recent moons.

Boy, get out the gallopin' dominoes and roll for high dice to see who is next among the ladies.

## Library Asks For Election Support

The Public Library asks all its friends to vote "Yes" on proposition 2 at the June 5th election, to authorize bonds of \$500,000 to purchase additional property needed at the site for the new library at Normal Hill.

The site has a frontage on new 5th street to the north and on Grand Ave. to the east. To the south it is bounded by the property of the Bible Institute and the terminus of Hope street. But to the west, which should be its freest and most unobstructed outlook, it is bounded by the rear line of the lots facing Flower street. The present buildings on this property with their back doors opening on the Library grounds will make a most unattractive background for a splendid building such as the new library will be.

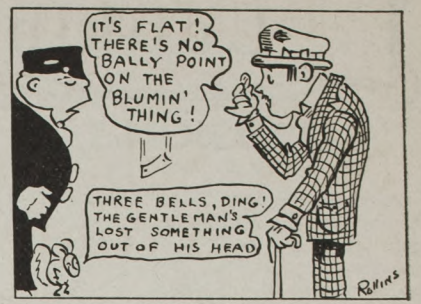
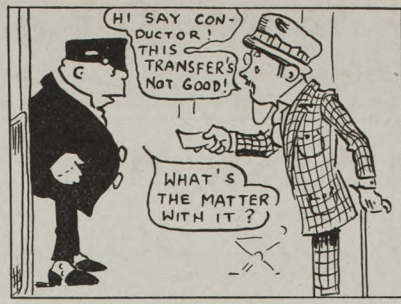
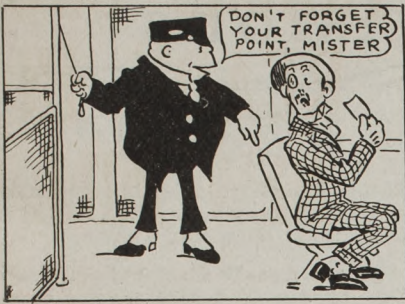
## Monthly Dance Last Saturday of Month

Again a reminder. The dance for all employes is held on the last Saturday of each month. At present these affairs are being held in Forrester's hall, third floor, 955 So. Olive street.

A good vaudeville program precedes the dancing.

Conductor Ding and Motorman Ding Ding

By Rollins



**Bouquets And Things**  
(Hand Picked)

For Condr. M. D. Smith, Div. 5  
Los Angeles Railway.  
Gentlemen:  
It indeed gives me great pleasure to highly commend Conductor No. 910, regarding his courtesy and thoughtful treatment of the public.  
He seems very kind in his manner of handling the people, even under very trying conditions, such as overcrowded cars and frequent stops. I have had the pleasure of riding his car several times and consider him a very efficient man.  
Sincerely,  
MRS. C. R. GUTHRIE,  
1017 East 67th St., City.  
□ □ □

For Condr. W. M. Hill, Div. 2  
Los Angeles Railway.  
Gentlemen:  
I wish to express my appreciation of your car service by saying that at about 10 P.M. last night, I entered one of your cars with a friend, at the corner of Broadway and 7th. In the rush I deposited in the fare box what I thought were two nickels, but instead it was a nickel and a quarter. Although the crowd was large that entered, your Conductor, No. 830, promptly corrected my mistake and returned to me my over deposit.  
Yours truly,  
J. H. NICHOLS,  
939 N. Normandie, City.  
□ □ □

For Condr. J. Lewis, Div. 3  
Los Angeles Railway.  
Gentlemen:  
A sense of gratitude compels me to commend Conductor No. 2756 for courtesy. I had occasion today to board a Garvanza car at Ave. 52. I had a child two years old with me and it is quite a high grade there. I was uneasy about the ascent, but as the car stopped this conductor jumped off, lifted the child onto the platform and also assisted me. Besides this he explained in a kindly manner where I should make the transfer.  
I am not a young woman, but by necessity, often take a small child with me, and usually find it hard to get about. As I cannot thank the conductor in any other way, I wish to do so in this manner.  
Yours truly,  
MRS. HELEN GROSS,  
447 West 68th St., City.  
□ □ □

For Condr. J. M. Boehm, Div. 1  
Los Angeles Railway.  
Gentlemen:  
I wish to commend Conductor No. 872 for his uniform courteous treatment of passengers on the West 6th Street line. I also witnessed his most kind care of a poor old blind man recently, without thought of being observed.  
I regret that I have lost the number of another conductor on this line who is most patient and courteous under crowded and trying conditions. It was something like No. 1718 or 1817 as I remember. I hope I will run across him again and get it definitely.  
Very truly,  
MRS. ZOE B. FULLER,  
468 South Lake St., City.  
□ □ □

For Mtr. S. C. Utz, Div. 3  
Los Angeles Railway.  
Gentlemen:  
Permit me to call attention to an act of Motorman No. 1861, "B" line, at Vernon and Ascot. Car, south bound. Said motorman stopped at regular place, then stopped again just after crossing the street, Vernon Avenue. This seems to be a violation of rules.  
The stop was clearly for the purpose of allowing a lady with a baby to board the car. A "V" car had just passed and the lady did not have time to cross the tracks to get the "B" car. Such courtesy should not bring comment, it should be so common. But passengers thought it an act of kindness. Mark him up for me.  
E. F. GRUBB,  
4900 Aldama St., Los Angeles.

**Talk To Traffic Officers Strengthens Cooperation**

FOLLOWING the recent talks made to trainmen by Captain James McDowell, head of the police traffic department, George Baker Anderson, manager of transportation, was invited to address the traffic officers in the assembly room at central station last Wednesday.  
Mr. Anderson said that while street car men had no more liberty to violate traffic laws than anyone else, and that when a violation was deliberate a trainman should only expect the same treatment given any other deliberate violator of the law, he felt that minor infractions resulting some momentary confusion or misunderstanding should

be treated with consideration by the police. In this matter Captain McDowell, who, as chairman of the meeting, expressed his approval.  
Mr. Anderson spoke briefly of the difficulties which traffic conditions present to trainmen and asked the officers for their co-operation. He promised them the full co-operation of the transportation department of the street railway in handling traffic for the benefit of the general public, and assured them of the company's willingness to help in public matters, as was done at a recent election when the pension plan for policemen and firemen was voted.

**INSTRUCTORS GET "ROUGH EDGE" CAR**

The good ship "Rough Edge" was launched from the South Park shops last week manned by a stalwart crew of instructors.  
Car 9011 is to be used exclusively by the instruction department for training motormen in operation before they are assigned to a service car under a line instructor.

The ends of the car are enclosed, and longitudinal instead of cross seats are used. This will enable students to sit on the side lines and watch the man at the controller without blocking anyone's view.

Thinking without acting is about as bad as acting without thinking.

**Here's Way to Sell Street Car Rides**

Motr. Reeves ran across the following article in a small insurance paper and was so much impressed with the truth expressed, that he is passing it on to the readers of TWO BELLS.

TO TRAINMEN  
A "grouch" can't sell street car rides. The best he can do is to collect fares and give signals, and that's only a part of his job, and the least difficult part at that.

The courteous, fair speaking trainmen not only does all that the "grouch" does, but a lot more as well. He makes friends for himself and in doing that makes friends for Public Service, and so attracts the riders. That's salesmanship.

The street railway excels every other means of local transportation in respect to SAFETY—CONVENIENCE—COMFORT.

You are selling the best article on the market. Add to this list of attractions, as is in your power, courteous treatment and you will have one of the "easiest sellers."

It's your job to furnish the courtesy. Not an easy job always, but one made easier by practice, and whether easy or not YOUR JOB. Don't quit on it!

**CLAIMS AND LEGAL DEPT. AT DINNER**

Members of the claims and legal departments enjoyed a dinner meeting at the Los Angeles Athletic Club last Wednesday night. C. M. McRoberts, general claim agent, presided as toast master with his usual grace and eloquence.

Norman S. Sterry, general attorney, and J. Karl Lobdell of the legal department, spoke on matters affecting the welfare of the company, and showed how they can be achieved by close co-operation between the departments.

Once in a great while we actually meet a man who practices what he preaches.

**Returns To Former Post at Division Two**

Leaving here about a year ago to go out to try his luck somewhere else, A. R. McArthur has returned to his former position as conductor at Division 2. A. R. declares that although he traveled through nearly every state in the Union, and even went from Montreal to Calgary in Canada, he found no place that he would prefer to Los Angeles, so he has come back to stay. Welcome home, Mac.

True thrift is the abolition of waste.—Harry Lauder.

Charity begins at home, but if you haven't a home of your own you can easily get the loan of one to practice on.

For Condr. C. H. Deane, Div. 3  
Los Angeles Railway.  
Gentlemen:  
Last Sunday, when my husband boarded a crowded York Boulevard car at Temple St. about 6:30 P.M., Conductor 948 very considerably allowed my husband to sit on his stool, so that he would not have to stand and hold our young giant of a three-year-old.  
Conductor No. 948 was so universally courteous—and that is so unusual a thing nowadays—we thought it should be brought to your attention.  
Wishing there were more like him, we beg to remain,  
Yours most sincerely,  
MR. AND MRS. C. A. NORBERG,  
1017 Fayette St., City.

**On The Back End**  
(Contributed)

A two-car train in charge of Motorman Pape was southbound on Moneta the other day and reaching 54th street, turned west. A little passenger of the Jackie Coogan type rushed up to the front end and shaking Pape's coat frantically, yelled, "Hey, mister, you're on the wrong track, I'm going to Manchester."  
(T. V. M., Div. 5.)  
\* \* \*

Someone reported to the Div. Three office the other day that a conductor with cap No. 1664 was asleep in the pool room with an alarm clock suspended around his neck. He certainly was not taking any chances of missing out.  
\* \* \*

The Seal Gulls are boasting of the fastest crew on the system. How do they get that way. We have Motorman T. H. Speed and Conductor W. W. Fast.  
DIVISION FOUR.  
\* \* \*

Motorman L. H. Campbell tells the story of a "cullud gen'men" who had a suit up in court. His friend asked him how it was coming. His reply was, "It's in statu quo."  
"What yo' all mean, statu quo?"  
"Ah, don't know what that black lawyer talk is. But the next time Ah sees him Ah asks him."  
The next time he met the lawyer he stopped him. "How dat law case of mine sagashuatin?"  
"It's in statu quo, suh, statu quo," the lawyer replied.  
"What dat, statu quo?"  
"Well, nigger, the best explanation I can give you of dat, is that it means yo're in a hell of a fix."  
\* \* \*

Condr. C. C. Beyers, of Division Three, who recently became a married man, has again added to his trouble by becoming an auto bug and can be seen any day that he is not doing anything else, driving his brand new Cleveland up and down the boulevard.  
\* \* \*

Conductor T. W. Bennett works a nice full Division Five run on the "E" line and Conductor Clemens is an extra man. Last Monday Clemens had a tripper, called for his transfers, went out in the yard and picked out a nice looking "E" car and climbed aboard. Motorman was anxious, so two bells and away they went.  
Half way to Hawthorne he found time to say "good morning" to his motorman and found out he had tied himself to a full run instead of his tripper.  
In the meantime Bennett finally woke up to the fact that his run was A. W. O. L. and started out to look for it with Clemens' tripper.  
\* \* \*

Last Thursday Mtr. C. R. Smith and his conductor, F. J. Morrill, went on a trip to the country. Returning, they both decided to take 3 days on the extra board to rest up. Must have been some trip.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

"Old Doc Stork visited the home of Motorman S. McDonald on the 19th and left a fine baby boy. Another motorman for Division No. 1, some day, so says Daddy McDonald.

Did you see the picture of the fish that Brigham caught on his last fishing expedition? It was some fish, looks just like the ones they have up here at the Penny Arcade, where you stand and have your picture made with one for 50c per six.

Conductor Lee Adkins blossomed forth with a new Willys Knight the other day. Who says these conductors haven't got money?

A note, received from Motorman F. M. Vaughan, who is spending his vacation up at Big Bear, says that he is having some time and advises any of the boys who are looking for a good place to spend their vacation to come on up.

Of course, the office force does not care to trifle with anybody's personal affairs, but we really are quite worried about a certain young conductor here who seems to be failing fast. We do not know if it is the gay night life or not, but we have a suspicion there is a fair lady mixed up in the case, anyone caring to find out more particulars see Charlie Farrah, in the office.

P. E. (Pacific Electric) Holt is taking a few days off to be with his folks who are coming here from the East on a visit.

Conductor J. J. Gilmore was called back East suddenly on account of a death in his family. He expects to be gone about ninety days.

## DIVISION 2

C. L. Christensen

This has been hard luck week for several Division Two trainmen. Conductor J. H. Lynch was sent out to make relief on Line "U." He made an attempt to board a moving car at 39th and Vermont, but failed to get a good hold and fell to the pavement, suffering a broken hip bone. He was removed to the Golden State Hospital and would welcome a visit from any of the boys, whoever may have a few minutes to spare.

Next came Conductor T. L. Morrissey. In trying to put a trolley on while the car was moving, T. L. failed to find anything for a hand hold while he stood on the rear fender. The result was he landed on the pavement, scratching his face and knocking a tooth loose. After a few days at home, he returned to work, happy as usual.

To finish the story, in came a report that Motorman F. Gookins, while attending to his duties in turning back at Slauson and Central, was bumped by an automobile. Upon sending out relief, it was found that Frank was not anywhere near bumped off, but only bruised up a little, and is now working his run again.

Motorman E. Clark has returned from a few weeks' trip to the Middle Western states, where he was called to attend to some business matters. Clark is tickled to be in L. A. again, says it is too warm in the east to be comfortable.

A woman boarded a Vernon car at Vernon and Ascot, was about to deposit a dime in fare box, when informed by the conductor that the fare was only 5c in L. A., so he changed dime and lady dropped in a nickle. Turning around she said: "Well, I

## Who's Who



THIS write up will have to be according to Hoyle, because it concerns Conductor R. C. Hoyle, of Division Two, who entered street car service June 16, 1920.

Conductor Hoyle was born in Haslingden, Lancashire, England, and was for a time with the tramway of that town. In 1912 he came to America, working with his father on a ranch near Wilcox, Arizona. In 1915 he returned to England, and joining the British army, spent the next four years in France. Upon being released from service, he made for Southern California and worked with his father in a grocery store on Moneta Ave.

## On the Sick List

Following is a list of men on sick leave:

### DIVISION NO. 1

Motormen—C. E. Butler, 644 E. 55th St.; M. M. Spence, 741 Douglas Ave.

### DIVISION NO. 2

Conductor R. S. Young, 430 W. 58th St. Motorman C. E. Greenlea, 137 E. 49th Place.

### DIVISION NO. 3

Conductors—R. W. McDonald, 3129 Church St.; G. V. Zimmerman, 600 W. Ave. 27; A. Valenzano, 1061 Yale St.; F. C. McKibben, 530 Clifton St.; E. S. Ren, 3620 Emma St.

Motormen—C. R. Meador, 1058 E. Colorado Ave.; G. M. Williams, 2826 Massachusetts; S. L. Burger, 600 W. Ave. 27; M. L. Stuart, 2738 Newell St.

### DIVISION NO. 4

Conductor R. J. Dickson, 500 South Rowan St.

Motormen—E. W. Moore, 1348 Georgia St.; L. W. Fry, 1737 Temple St.

### DIVISION NO. 5

Motorman R. B. Young, 547 Hazel St., Inglewood.

want to come back again tonight, so give me a transfer," she concluded, as she dropped in the other nickle. After getting her transfer she sat down quite contented, thinking she had a round trip ticket.

Motorman L. L. Smith and M. L. Larsen have left for the eastern states on a two months' vacation.

J. E. Summers, who resigned about a year ago to take up other work, is back with us again, pulling the bell cord and looking up from the bottom of the extra list. J. E. said: "I wonder what kind of a run I would have had if I had stayed?"

Motorman C. Bucy has resigned to go to Montana, taking up farming.

## DIVISION 3

H. A. Russell

Everybody's doing it! Getting married seems to the hobby around this division lately. Last week no less than three of our stalwart young gents of the extra list deserted the ranks of single blessedness and tied up with a fair damsel, for better or for worse, for the rest of their natural lives. The casualty list being as follows: Cond. W. A. Batty, R. H. McDandell and W. G. Boyde. We have not had the pleasure of meeting with any of the lucky damsels, but we are sure that they must be some class to be able to capture the above-named trio. We extend to them our sincere felicitations for a long life and a happy one for them all.

If you want to assure yourself of just how much time can be gained by operating a car with both trolleys up, just see C. Toman. He can put you wise, but we understand that it's all bunk and just can't be did.

Clerk Dan Hanley took a flying trip to San Diego (no, not by plane) this week, being away two days.

"Midget" Daniels, our tiny cash receiver, has been promoted to the late night shift and his friend, McAdams, has been transferred to Division Three. His future address is Victor B. McAdams, cashier, L. A. Ry. money car.

Many of the boys will remember Ex-Mot. A. W. Singer and regret to hear that he passed away at his home recently after a long lingering illness. Singer resigned a little over a year ago.

If there is one thing more than another that tickles our friend, Extra Cond. B. Lee, is to be given a nice juicy run on the E line. He becomes pink all over and says he just loves it (not).

It has been reported that Sir Jarvis was observed buzzing around the Hotel Alexandria, no doubt endeavoring to get an interview with Dr. Maier (the m is silent) the eminent coverer of bald domes. His treatment consists of tying great hairs to needles with barbed points and inserting enough of them into the scalp to form a complete covering. That might work in some cases, but not in solid ivory. No, Jarv, old boy, get some of Covingtone, it's guaranteed to grow hair on glass.

It was whispered around the division that Cond. Geo. Chapman had laid off for two whole days last week. It was hard to believe, but upon investigation it was found to be a fact. Absolutely! Now keep your eye peeled for the end of the world.

Cond. R. O. Ware, who left us a few months ago, is back again enjoying the indoor sport of bucking the list.

Charlie Merrill, our energetic switchman, who also checks the pull-outs in the A.M., had company the other day of a special checker. Kinda got Charlie's goat, but as Charlie says, we checked 100 per cent perfect that morning, so he should worry, which goes to show that Division Three is still running to form.

This was sent to us from the store-room: "She looked at Albert and said: 'I like your cigarette holder.'

"Albert removed his cigarette from his lips. 'But—I don't use one,' he said.

"'Don't be so dense,' she replied."

It's not what you CAN do, but what you DO do that counts.—Mixer.

## DIVISION 4

E. H. Ellis

Duke Lowen said he has the most popular motorman on Pico. All the other crews follow him around all day.

The notorious T. H. Speed refused to allow anyone to help him fix a puncture in the tire of his Lincoln. Said he wanted part of the car left when he got through. Gingrich, Erwin and several others offered their services.

We understand J. Wayne found a nice little puppy in a sack out at about 114th St., which he has taken home to keep company with his goat.

C. J. Knittle walked up to the office window last Tuesday morning and asked Foreman Boyd for a miscellaneous report. Mr. Boyd's spirit had apparently answered the call of the open road, for he brought forth the accident blanks and asked him whether it was a collision with a vehicle or personal injury. Worse than that, answered Knittle, "it was a collision of minds."

Polite Conductor—Shall I help you to alight, madame?

Miss Murphy—"Much obliged, young man, but I don't smoke."

R. C. Lindsey, one of our ex-safety operators and motorman, has returned as a conductor and in future will write for the Two Bells.

W. R. Price, W. S. Shields and R. J. Dickson are still on the sick list.

M. F. Lourdou writes from Yosemite that it was snowing and he did not see how he could get back before his leave expired. I wonder what the attraction is?

## DIVISION 5

E. C. Tyler

Condr. M. S. Donovan has taken a short leave of absence to visit the west coast of Mexico, where he expects to investigate a co-operative ranch, which is being promoted.

Motr. S. N. Cupp is taking a 15-day leave to rest up.

Motorman H. M. Bush, who has been on the sick list for some time, was in the other day, and although he is much improved, is still very weak and it may be some time before he will be able to return to work.

Motorman M. E. Tobin has had a long spell of sickness, but expected to return to work this week. But Tobin says, "you never can tell," for he has had the misfortune to make the acquaintance of some poison oak, and must have shook hands with it, for one arm is out of commission for a week or so longer.

Harry Travis, he of the little brown grip and the policy that pays five ways, decided to pay a visit to the Gulls' nest the other day. He stood on a downtown corner with a transfer grasped firmly in one hand, dreaming of the dotted lines he would have filled up ere he returned. All at once Harry glanced up with a start, "Yep, there's my car, Division Five motorman, must be going to Division Five."

A few blocks further on, H. T. again came out of it and jumped up, "Hey, want rest of transfer?"

"What transfer?" says the Con. "Too late to get transfer now, anyway."

"Yes, but—but I thought."

"Costs nickel to think," said the unsympathetic Con. "Here's where you change."

Motr. F. C. Rew rushed all over town the other day trying to get to Division Five so he wouldn't miss out. Arriving there breathless, he found he still had an hour and a half and that the Saturday schedules hang on the east side of the board.