

New Type Transfer In Use Oct. 5

RUNNING TIME SHEETS CAN MAKE WORK SIMPLE

By L. A. RECAPPE

Superintendent of Schedules

Figures may look very attractive in bathing suits or on a bonus check, but the figures on the running time sheets provided for motormen and safety car operators, demand just as much interest.



The system of using classified running time in different periods of the day to meet varying traffic conditions is necessary for the most efficient operation. The form showing running time at various periods of the day has been

arranged as simply as possible and yet many motormen are failing to follow the instructions and claiming that they cannot understand the system. If you have any difficulty, the quickest solution, is to consult one of the division office men, but perhaps a brief comment in Two Bells will straighten out a few of the confusing points.

Time from Terminal

At the top of the sheet is the name of one terminal and underneath are the various periods of time for which different classifications of running time are used.

Suppose that you are leaving a terminal at 6:30 A. M. and the sheet says that from 6:28 A. M. to 8:19 A. M. running time classification number 3 is to be used. Find number 3 running time and you will see that the time you should take from the terminal to the first time point is shown. Reading down the column you will see that the running time between each time point from one terminal to another is given.

In the example given above, number 3 running time classification goes out of use at 8:19 A. M. This means that at 8:20 you must use the next running time for the period specified on the sheet.

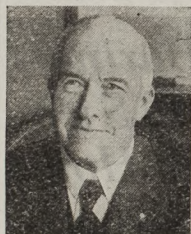
Change Only at Terminals

The note on the bottom of the sheet says "running time changes at ter-

(Continued on Page 2, Col. 3)

Officials To Attend National Convention

THREE officials of the Los Angeles Railway will attend the annual convention of the American Electric Railway Association, to be held in Atlantic City, beginning October 8. The organization is composed of the leading electric railways and manufacturers of electric railway equipment in the country. The annual convention gives a valuable interchange of ideas. In addition to the general sessions there are meetings of men interested in various branches of electric railway work.



George Baker Anderson, manager of transportation, is scheduled to speak before the transportation section of the association on traffic regulation. Mr. Anderson is actively interested in traffic regulation in a

broad way in addition to the movement of street cars.

R. O. Crowe, auditor of the company, is the second delegate of the Los Angeles Railway. He has the extensive job of supervising the accounting of the company. At the convention Mr. Crowe is to participate in the discussion of budgetary control before the American Electric Railway Accountants Association.



P. B. Harris, chief engineer of the company, is naturally most interested in mechanical affairs of the convention. The leading manufacturers install interesting exhibits of latest equipment which add considerably to the

value of conventions.

John C. Collins, supervisor of safety, has started on a trip through the east on which he will spend four weeks inspecting safety systems on leading street railways of the country. He will attend the annual convention of the National Safety Council in Buffalo, beginning October 3.



Cottage Will Be Bus Headquarters

A cottage building, which will be headquarters for the Los Angeles Railway bus operation, was moved into place on the garage property near 16th and San Pedro streets last Wednesday night. The building will be available by October 10, which is the date set for the introduction of service on the Wilshire bus line.

The building will contain offices for cash receiver, transfer clerk and other offices.

FOR MISS MELBOURNE

As a reward for getting married, Miss Blanche Melbourne was allowed to make a speech to a bunch of her friends at the main offices who rallied around Thursday morning to present a token of their friendship. The presentation was made by C. A. Henderson, secretary of the railway corporation, and Miss Melbourne replied in the famous "few and well chosen words."

Runs Added To Div. 1 Schedules

The general choice of runs on line "D" took place at Division One last Wednesday and was followed by the general choice Thursday on line "R." The "shakeup" was necessitated on the two lines by the introduction of a revised schedule September 24.

On line "D" one full run was added and seven trippers were eliminated. On line "R" five regular runs were added to the schedule.

Charley Roush On 90-Day Leave

Charley Roush, district supervisor, left for his old home town, Lynchburg, Ohio, September 23rd, and will be away for nearly three months. A letter received by his side partner, W. H. Snyder, says that Charley is busy forgetting all about street railway trouble for three months.

P. M. COUPON TO SIMPLIFY RULE OF TIME

The new type of transfers will be introduced next Friday. The biggest feature of the change is that it will do away with the necessity of carrying A. M. and P. M. transfers, as all will carry a P. M. coupon. Transfers issued in which the time punched is up to and including 12 o'clock noon, will be issued without the P. M. coupon, as the conductor will tear off this stub before issuing.

Instead of having the date printed on every transfer, a different design will be superimposed for different days. The marks will consist of squares, circles, diamonds, and other designs. This means that if a passenger presents a transfer with a design different from that on the transfers issued to the conductor for the day, he will know that the passenger is trying to present a transfer of a previous date.

Like Big Poker Game

As no regular sequence in which the designs will be used is contemplated, a passenger will have no way of knowing what transfers are being used on a certain day, without first paying a fare to get the information. The following instructions governing the use of the improved form of transfers has been prepared by the instruction department:

(Hereafter the term "Instruction to Conductors" will be understood as including also safety car and local bus operators.)

Use of the improved form of transfer will begin on Friday, October 5th.

This will do away with the necessity of carrying A. M. and P. M. transfers, and will make the distinction between transfers good in the A. M. or in the P. M. periods more plain, both features being a distinct advantage to employes using same.

"In" and "Out" Retained

"In" and "Out" transfers will still be used on main lines, the colors of these transfers remaining the same as at present. Local buses, shuttle cars, and traffic men will use a separate form in the future.

Local bus operators will punch the number of the issuing bus line; shuttle car operators will punch in proper

(Continued on Page 2, Cols. 1-2)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Good Work In A Hard Job

WHEN traffic conditions change in Los Angeles they usually get worse.

Until some comprehensive system of traffic regulation is designed and made effective, blockades and delays are sure to continue, but sometimes they are more severe than others.

The last two weeks has produced a remarkable number of blockades in different parts of the city. The work on Hill Street between First and Third has resulted in blockades which have seriously hampered lines "A" and "C." Other causes of delay beyond the control of the company have been too numerous to list, but they have produced great inconvenience to passengers and trainmen.

The attitude of pedestrians, trainmen and autoists at a blockade is an interesting study. The majority of all classes lose their temper just when a clear mind is needed.

To a street car crew is entrusted the safety and convenience of a number of passengers. A trainman cannot promote the convenience of his passengers by developing a grouch because of traffic delay. The motorman must have his mind clear to protect the safety of his passengers, and, quite often, do the thinking for those in the crowded street who are not thinking for themselves.

On the whole, trainmen are doing excellent work in the face of difficult traffic conditions. The problems that blockades develop can best be met by calmness and clear thinking, and leaving the grouch for the other fellow.

New Transfers Welcome

THE INTRODUCTION of the new type of transfers means a saving in work to conductors because it will be necessary to carry only two types instead of four as at present.

The new type will enable conductors to tell immediately when a transfer a day or more old is presented. It is difficult to estimate the extent of transfer privilege abuse, but the new style will stop one of the leaks, and thus benefit the company, perhaps it will be necessary for conductors to reject more transfers than heretofore. If this develops, it must be remembered that the rule of courtesy comes first.

Many a passenger will present an improper transfer by mistake, and not with a deliberate intention of cheating. It is not safe to reject a transfer in a manner which would imply that a passenger is attempting a fraud. Assume that a passenger has made a mistake and reject a transfer without causing him embarrassment.

Conductors To Have Only Two Types Of Transfers

(Continued from Page 1, Col. 4)

place to designate by what shuttle car line issued and traffic men will punch their number in such transfers as are issued by them.

All transfers will be provided with the P. M. coupon. All transfers issued in which time punched is up to and including 12 o'clock noon, will be issued WITHOUT P. M. coupon attached, and transfers issued without the P. M. coupon will not be accepted after 1 o'clock P. M.

Use of Coupon

All transfers issued in which the time punched is later than 12 o'clock noon must be issued WITH P. M. coupon attached. All transfers issued after 12 o'clock midnight will be punched in the circle indicating A. M. of the following day, and will be honored on the following day up to the time shown on the transfer, which is 8 A. M. on main line transfers and 3 A. M. on local bus or shuttle car transfers.

No date will be shown on these transfers, but a card indicating the symbol to be used on any date will be displayed at your division, and only such transfers as bear such symbol will be valid on that date.

The time allowance on all transfers will be the same as at present, namely, when punching time in transfers all conductors will allow sufficient time so that the passenger will have twenty minutes at the last transfer point. All transfers

with transportation coupon detached will be good one hour after the time punched. Great care must be exercised in issuing "In" or "Out" transfers on the proper trip. All unused transfers must be carefully cared for and turned in upon completion of run in order that they may be returned to stock, thereby doing away with all waste of transfers. All employees issuing transfers must be careful not to punch too many transfers for any one trip, thereby rendering them void, as the time punched in a transfer must not be changed by punching another time, but should at any time too many transfers be punched, these transfers must not be destroyed, but must be marked void and turned in with the unused or surplus transfers. Conductors will be held strictly accountable for the proper turning in of such unused or void transfers. For further information, apply to your Division Superintendent, or to the Instruction Department.

May Have To Use Temporary Transfers

It may be necessary to use some of the blue shuttle line transfers on certain runs during the first part of the week.

Conductors receiving this type of transfer will punch the transfer in space Number 6, the same as is done on shuttle cars pulling in and out of the car house. This transfer is good at any transfer points on the system. It has no coupon, but is good for an additional transfer when requested.

BULLETINS

Issued September 24, 1923

BULLETIN NO. 163 Notice to Conductors

Oct. 1st to 15th, 1923, will be the next semi-annual period for Watch Inspection. All those coming under time service regulation, MUST turn in their old card to Watch Inspector and obtain a new one. REMEMBER do not forget to sign the Inspection Sheet.

No excuse will be taken for not having your watch inspected. All concerned please be governed accordingly.

BULLETIN NO. 164 Notice to Conductors

Fireman's pass book No. 12483 issued to Peter Bonono is reported in improper hands, as this man has left the Fire Department, also transportation book No. 13272 issued to Fireman A. W. Dawson is reported lost.

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

BULLETIN NO. 165 Notice to Conductors

The following passes are reported lost: 939, issued to Anastacio Perez, laborer, Way and Structures.

2460, issued to E. J. Wilson, clerk, Way and Structures.

3432, issued to Chas. M. Knight, carpenter, Mechanical Department.

5795, issued to R. Wilkin, conductor, Division Two.

7357, issued to E. C. Blodgett, safety operator, Division Four.

7503, issued to F. S. Longley, conductor, Division One.

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

P. B. Hill
Supt. of Operation.

Son Born During Eclipse of Sun Brightens Home

During the recent eclipse of the sun of John Stork slipped up on the Sea Gulls' roost and because of the darkness, it wasn't discovered until this week. Condr. H. J. Holler is the father of a boy born during the eclipse and reports that mother and boy are both doing fine.

Condr. E. C. Price, also of Division Five, announces the safe arrival of a ten-pound baby girl on Sept. 23, 1923, and reports that mother and girl are both doing fine. All of Division Five helped Price celebrate by assisting him in getting rid of a nice brand of Havanas. Congratulations, E. C.

SIMPLE SYSTEM OF RUNNING TIME

(Continued from Page 1, Col. 1)

minals unless otherwise specified." Unless the sheet gives contrary instructions you do not change from one classification of running time to another, except at terminals or at ends of lines.

On lines with split terminals, the sheet shows running time and classification from either point.

Bear in mind that the system of classified running time is designed to meet traffic conditions of different times of the day. Note the time that you leave your terminal and be sure to follow the running time shown for that time of the day. That is the system in a nut shell.

Force breeds Fear and Failure but Love brings Liberty and Loyalty, transforming Labor into Service.

DIV. 4 TRACK CHANGE TO START SOON

Special track work for use at Division Four has arrived and work on the rearrangement of storage tracks will begin immediately. The special work will make it possible to run cars into the yard from Georgia street without the double curve first off Georgia, then off Girard, as is necessary at present. The storage track now runs north and south, but will be arranged to run east and west, conforming with the new special work.

With this improvement, it will be possible to run cars in and out of Division Four with a considerable saving of time.

TELLS WAYS TO GUARD OVERHEAD

Minimizing trolley breaks is not only highly desirable from the standpoint of safety and reduction of operating cost, but also from the fact that considerable interference with service frequently results.

Here are some fundamental precautions which, if rigidly observed by trainmen, will aid materially in reducing trolley breaks to a minimum:

Immediately stop car when trolley is lost. Wild trolley poles are the most destructive source of overhead trouble. Stopping quickly reduces damaging of overhead and possibility of teardowns.

Report defective overhead conditions immediately to dispatcher, who is constantly in touch with line crew. Use care in handling trolley in taking crossovers and backing through overhead special work. Avoid loose trolley ropes by keeping in catchers. Report defective trolley wheels and bent poles.

MTR. FRANK J. CIMMINO, Division Three.

DIV. 4 MOVES TO NEW BUILDING

Having procured the dustless mop, without which Division Four was unable to move to its new home, Superintendent Wimberly's regiment will march into its new home this week end.

The employment and instruction department's men spent a busy week getting familiar with the new surroundings at Sentous and Girard Streets, but were comfortably established by the end of the week.

The transfer bureau will not move to the basement of the new building for several weeks.

Div. Three Leads In Witnesses 2 Months

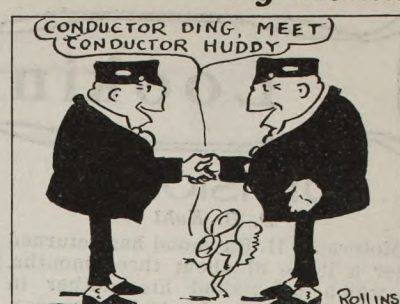
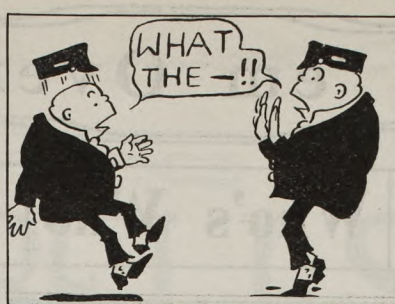
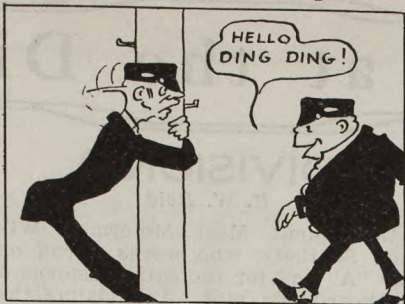
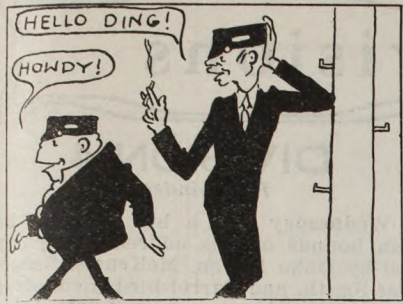
Division Three did the best work in procuring witnesses to accidents for two consecutive months, according to claim department records for July and August. Although a little late, the figures show that Division Three averaged 3.74 witnesses per accident in August and 3.94 in July.

The average for the system was 3.48 in August and 3.70 in July.

The records of the other divisions for August are as follows: Division Five, 3.62; Division Two, 3.47; Division One, 3.39; and Division Four, 3.26.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. E. A. McFarlane, Div. 1

Los Angeles Railway, Gentlemen:

While in Los Angeles recently, I boarded a West 11th Street car and while asking information from the conductor as to what street was nearest to the address I wanted I discovered that I had forgotten my purse. I asked the conductor to stop so that I might get off but to my amazement he offered me the fare both ways. This meant a great deal to me for I had only a short time in the city and was most anxious to make time.

Such courtesy so graciously extended to a stranger could not be returned with the mere return of the small amount involved and I thought perhaps if I reported the matter to headquarters it might result in benefit to the conductor in question. I do not know his name but the number on his cap was 2194, if there is any way of grading your employees by their conduct while on duty I can assure you that this man is deserving.

E. C. MONTGOMERY,
2165 Fourth St.,
San Diego, Calif.

For Condr. A. W. Greenyard, Div. 1
Los Angeles Railway, Gentlemen:

Permit me to congratulate you on your wonderful personnel. You have the best men I have ever encountered on any line in the country. The other day I had occasion to be in Los Angeles, and the conductor on whose car I was riding struck me as being so very courteous and considerate of his passengers. He deserves to be commended as a representative of the entire system. His number was 2840.

Yours truly,
MISS KATHERINE ROSS,
915 Ocean Blvd.,
Long Beach, Calif.

For Condr. J. B. Regaldo, Div. 2
Los Angeles Railway, Gentlemen:

A courtesy which was shown me this morning on my way to school has left its thoughtfulness with me this evening and I wish to say a word of praise to Conductor 30.

I was coming from behind a car at Oakwood expecting to get on the car, when he pulled the bell for the car to go. As there were swarms of machines around me, I went back on the sidewalk. When he noticed me he brought the car to a stop again and I was able to arrive at my place of work on time, otherwise I should have been late on the next car. What a different world this would be if we all just thought a little more of helping the other person.

Respectfully yours,
MRS. CORA C. JACKSON,
427 N. Kingsley.

For Mtr. S. Gannon, Div. 3
For Condr. G. R. Wilbur, Div. 3

Los Angeles Railway, Gentlemen:

I should like to say a good word for Motorman 2541 on line W. He had a tremendous load on his car and was one-half hour late. In spite of all he was careful, courteous, competent and good natured. A man like that is worth dollars to a company at a time of day when a tired crowd are packed solid in a street car. It makes them keep their good nature too.

While I am on this job, I will fulfill a long neglected duty, and say a good word for Conductor 2016 on line W. I think this is the number, but he is a heavy set, middle aged man, with a big mustache. He is certainly a fine conductor and knows how to sell the LARY service to the public and get their good will. I have noticed this man a half dozen times or more. Am sorry I failed to let you know. I do not like to kick or knock, as I believe your excellent company is making its best efforts to cope with a difficult transportation problem, but I do like to say a good word once in a while. Men like 2541 and 2016 are an asset to your company and to the public.

Yours truly,
ROBERT B. GOODLY,
Harvard School, City.

Funny Spots in The News

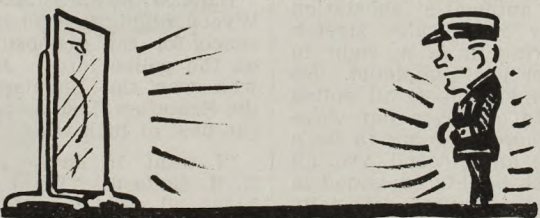
The company is very busy extending eleven cars lines and spending a considerable sum of money. Car line extensions are mighty welcome in the districts served so it is no wonder that the natives around 116th Street and Vermont gathered around enthusiastically when they thought Billy Snyder, popular district chief supervisor, was attempting to extend the Athens line by a new procedure.

It was only a trolley break and Billy had a rope around the wire pulling to beat the cars. "By gum, he's try-



ing to stretch the line over the hill" commented one spectator. Enthusiasm grew and Billy was doing his best under the circumstances. It seemed that either his red suspenders or the overhead could not stand the strain, and his red suspenders remained faithful to their trust. When he sat down involuntarily, every one of the audience felt for him, and, although he did not succeed in promoting an extension of the line, he can be elected mayor of Athens any time now in appreciation of his civic endeavors.

There is a bright future for trainmen of the Los Angeles Railway, because they will soon be able to gaze into full length mirrors in the division waiting rooms and admire themselves. Neatness is the objective behind the decision to install the big reflectors. The mirrors will be put near the well-walked paths of the waiting room. Looking in the glass the trainman will see another trainman who looks familiar, and he will reflect that he looks pretty neat and should have a few credits, or that he looks untidy and should have his tie adjusted. It will still be necessary for every man to correct the compass bearings of his own tie.



Seriously—a neat employe usually does neat work, and a sloppy appearance indicates sloppy work.

Back in 1889 a young fellow broke into the street railway game and signed his name H. Brady. Today H. Brady wields a signal flag at the Moneta and Slauson crossing, but in the intermediate years a great change has come over the popular veteran.

Before gasoline came into extensive use as encouragement for fearless flivers, Mr. Brady discovered its use as cleaning material. The story goes that he procured a goodly quantity of the fluid and posed as a B. V. D. advertisement while washing his uniform.



The job was finished, and, as the weather was cold, Mr. Brady put on his glistening raiment before the full force of the gasoline was spent.

His next move was to put his pipe in his mouth and strike a match on his trousers. The boy who stood on the burning deck was a loafer compared to Mr. Brady, for the next few minutes as he dashed for the rain barrel.

For months thereafter an offer of a smoke brought forth a gracious denial and a warm feeling to his—er—mind.

Must Have Order For New Uniform

Now that the instruction department has moved from the main offices to Sentous and Girard Streets, it is important that trainmen intending to buy new uniforms observe the rule which requires them to present a written authorization for the new suit from the division foreman.

Quite often trainmen forgot this requirement and were accommodated with an order from the instruction department, but with the recent shift of offices this can not be done.

Popular Fiction Added To Lihrary

The company library on the third floor of the main offices has five of the popular novels written by Sabatini. They are: "The Sea-Hawk," "The Snare," "Scaramouche," "Fortune's Fool," "Captain Blood."

All library books may be held for 14 days unless specially marked "seven-day book." A fine of two cents per day is imposed if books are kept over the limit of time without renewal. Most of the technical books are subject to indefinite renewal.

On The Back End (Contributed)

A hurrying passenger stumbled and half fell in the dust as he approached the car. Not stopping to remove the real estate attached to his garments, he hopped aboard and asked, "Does this car go to Eagle Rock?"

"Yes," answered the conductor, and noticing the dust he said, "Can I help to brush you off?"

"No thanks," replied the customer "I'll just step off, thanks."

As I stepped into the drug store at 11th and Broadway to purchase a pair of cigars, a man, who I had seen at the office, rushed past me, and said to the druggist: "I want some consecrated lye."

Druggist: "You mean concentrated lye."

Customer: "It does nutmeg any difference. That's what I camphor. What does it sulphur?"

Druggist: "Fifteen scents. I never cinamon with so much wit."

Customer: "Well, I should myrrh myrrh, yet I ammonia a novice."

—A Modest Young Man of Div. Three (if there are any.)

Passing Hope Street a passenger jumped up, yelling to the motorman, "Hey stop, I wanted to get off." The motorman rolled on unconcerned. Whereupon the passenger pulled out an alarm clock with the excited exclamation, "I'm late now, please stop." The motorman shifted his chew, gave the other a bored glance and replied, "How can you be late, when I'm ahead of time?"

Figure it out yourself.

The night office men of Division One had to get out the tug boats the other night during the heavy rain. One side of the new building still being open afforded a splendid chance for the rain to come pouring in, however, a dam was erected around the edges and saved the chairs from being washed away.

We wish, through this column, to brand as absolutely false, the rumor that Conductor Frank Moore of Division Three got the worst of an argument with a fare box while changing ends on line "W." Frank is only about five feet high and weighs but 105 pounds, so it would have been no disgrace to him had he lost out. In order to prove that this story is false we wish to state that the tell-tale was knocked out in the First Round while Frank, himself, was not even scratched. Frank, who has been bucking the extra board, recently fell heir to a run on West 11th, so he will not be compelled to associate with prevaricators such as Motorman H. O. Boutwell, who started the above rumor.

While working on the "B" line the other day, going north on Brooklyn Avenue, just as I was passing Soto Street, two women standing directly back of me dashed to the door, saying "We want off here." Well I stopped the car. As the women started to get off, I asked them. "Did you ring the bell, ladies" as I did not receive any bell. To this they replied, "Why no, but the car always stops here." As I started up again, they shouted back, "Thank you anyway."

E. RITTERHAUS,
Motorman, Division Three.

Prosperity and Perspiration, like Poverty and Procrastination, go hand in hand.—John H. Flashmann

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Motorman H. Raymond has returned after a leave of about three months, in which he visited his mother in Holland. He says he had a wonderful trip and stood the ocean voyages well, but was glad to get back to old L. A. again.

Conductor J. J. Gilmore has returned from the East, where he has been for the last four months, having been called on account of a death in his family.

Conductor A. Erskine has returned from a month's vacation spent visiting points of interest around Los Angeles. Erskine now has a regular bus run on the North Lincoln Park Ave. line.

Smith and Jacobi, that popular crew working on the "R" line when they are not laying off, came in today and asked for their tools in preparation to return to work after a two months' lay-off, spent in sight-seeing the United States, up through Canada and Mexico.

Clerk Chas. Farrah, who is confined at his home with blood poison in his leg, is reported to be improving rapidly. All the boys wish him a speedy recovery and hope to see him back at the job in a short time.

DIVISION 2

After several weeks hunting and fishing in the mountains of Tulare, Yardmaster Foresythe and Motorman Tom Brewer have returned, having had a fine time. Brewer bagged a couple of deer and Foresythe got one. Not so bad!

You young fellows had better get busy. Daddy Pierce went and done it, and now Conductor G. W. Clark, who is now flagging, has joined the beneficiaries. G. W. has been in the company's service some twenty years. Best wishes, G. W. from all the boys at Division Two.

Motorman J. G. Adair is spending his vacation at his apple ranch, where he will be kept busy harvesting his crop, and turning it into cider. J. G. will be glad to see any of the boys who may be motoring through Yucaipa Valley.

Talk about passengers being absent minded. Conductor F. J. Nimz wins the fleece lined fare box. Friend wife left Canada to join him here, and Nimz forgot to meet her last Sunday at the S. P. station. Although it was her first trip to Los Angeles, Mrs. Nimz found her way to Division Two, and, after some searching, F. J. was rounded up and introduced to the Mrs. I'll bet somebody had some explaining to do.

The sympathy of all at Division Two is extended to Motorman M. L. Larson and family in the loss of their five-months old baby, who died September 24th.

Motorman J. E. (Tex) Bourland recently bid in a run on Crosstown, since then Conductor W. H. Payne bid in the rear end of same run. Tex says he just couldn't work with a Payne in the back, and on hearing that Conductor S. J. Bacon had no engineer on his South Main run he bid that in. Tex now brings home the Bacon.

A week ago, C. L. C.,
Our Two Bells Scribe,
Went on his vacation,
And when Wednesday came
There was no news for Two Bells;
And I thought up all I could,
And this week he isn't here.
So I had to think some more.
And he won't be back 'till next Wednesday.
So will some of you fellows,
When you see funny things happen
On the cars every day,
Please tell me all about it
For next week's issue.

I THANK YOU!
J. A. M.

Who's Who



MOTORMAN FRANK MILANO of Division Three made two starts at street railway work and the second one "took." In September, 1917, he began as a motorman, but resigned three months later to work as a riveter at the Los Angeles Shipbuilding and Drydock Company at San Pedro. He continued there until work slackened up after the close of the war and December, 1918, found him back on the cars of Division Three.

He is one of the most popular men of Superintendent Dye's clan and carries a mighty good efficiency record.

DIVISION 5

E. C. Tyler

Yep! New automatic substation well under way and a nice stretch of the best paving in L. A. right in front of our door just completed. No wonder Division Five feels all dolled up. And just to celebrate our wave of prosperity, there is going to be a carnival at 54th and Second Ave. all next week, which is ably explained in the following poem, written especially for the Two Bells by M. C. Armstrong.

54TH STREET CARNIVAL

There's going to be a carnival
Right at the Mesa's door.
A whooping, lively, hot old time
That no one should ignore;
The like of which we aim to say
Was unsurpassed before.

There'll be lollypops and crackerjack,
Card reading, music and song,
Feasting, marching and prancing
Throughout the whole week long,
And all will start to action at
The clanging of the gong.

So don yourself in your Sunday-best
And mix where the gay crowds meet.
The flags will fly and the band will play,
With each fantastic fete
In honor of the completion
Of our celebrated street.

There'll sure be live things doing
And it's mighty hard to tell,
Of all the things that's brewing
At the clanging of the bell.
But we promise those that take it in
A mighty heap to tell.

There'll be kewpie dolls and hot dog stands
With aeroplanes above,
And all the flash of thing-a-ma-jigs
Age, youth and children love.
Hot coffee at the "do-nut stands"
Where hungry throngs may move.

Sweets, alluring, indigestible—
Mixed novelties, contestible,
Delicious, irresistible,
Conspicuous, insistent
And it's goin' to start October 1st
For good, for better or for worst.
That's all.

Motorman M. E. Phalen, who has been in ill health for some time, has been forced to take a sixty-day leave of absence. Division Five hereby extends its best wishes for an early recovery.

Condr. L. K. White has been on

DIVISION 3

R. W. Reid

Gentlemen: Meet Motorman William Southers, who works a run on line "A" and for recreation smokes a much-wrinkled pipe. Bill claims the pipe was made that way, but according to his friends, the wrinkles are from old age. But aside from that, Bill recently bought himself a dandy second-hand Buick, nothing much the matter with it, except that the engine would not hit on more than two cylinders at once. Bill, having heard somewhere that all garage men were robbers, decided to fix the machine himself (Bill having had a lot of experience with machinery, having worked the front end for quite a few years), so he took the engine apart. Having done so he got a little panicky at seeing so many parts lying around and decided to put it together again before he forgot how, and fix it some other time. The engine being reassembled, there were still a few parts lying about, but Bill, being an optimist, decided to give it a tryout, and, boys, so help me, THE DARN THING WORKED.

Bill will probably be in great demand as an auto mechanic, so come early and avoid the rush.

Motorman A. Normandeau has secured a month's leave to visit his old home in Giroux, Manitoba, Canada.

The Stork made a visit to the home of Conductor F. U. England and left a beautiful baby daughter. Mother and child are doing nicely, the father is doing as well as can be expected under the circumstances.

Motorman Frank Milano has secured nine days' leave of absence for a trip to the mountains, deer hunting.

Bandits Beware: Motorman C. J. Wycoff obtained a 90-day leave of absence for the purpose of trying out on the police force. Jack is the boy who won the Popularity Contest in the Examiner, last year. We wish him the best of luck with his new work.

"I want 15 days" said Motorman C. R. Ballard. "What for?" says the boss. "I need a rest," says Ballard, and he got it. He said he was going to sleep eighteen hours a day, but we bet he spends a good deal of his time standing on some corner watching the cars go by. It's hard to teach an old dog new tricks.

Conductor F. J. Bevis and family will be leaving soon for a trip to his wife's home in Aurora, Missouri. They plan on being gone 60 days.

leave of absence for some time, has returned and reports that he had a fine trip, even if he did make the acquaintance of some awful poor roads.

Condr. E. R. Hargett has obtained a ninety-day leave of absence to try out on the police force, and hopes in time to become one of the "City's Finest."

Condr. F. D. Croff, who was hurt in a collision of cars last April, has resumed duty the past week. We are glad to have you with us again, F. D.

Motr. D. Solomon, Motr. G. H. Cumpston and Condr. E. Waterhouse, all old-timers, who have returned to the service at Division Five during the past week. It seems that although the Gulls may wander from the nest, they will return eventually.

Here is a saw—
Of all the saws—
I ever saw saw
I never saw a saw saw
As this saw saws in Arkansas.
L. V. H., Div. 5.

Motr. C. A. Durrett, who has been on leave of absence, which he spent

DIVISION 4

Bob Lindsey

Wednesday was a big day for the fish hounds of this address. A party led by Duke Lowen, McKenzie, Speed, Fat Smith, and Carrol hied themselves to down by the sea, and put-putted out to sea in a launch straight into a school of yellowtail. The bunch landed 28 of the jealous tailed monsters, and a few barracuda. The smallest fish weighed over 20 pounds. Our young friend "Blondie," the mazuma gatherer, was the cause of the school coming to meet the boat, I understand. From what I hear, the most of the boys were sick at some time of the trip or other, but they brought home the fish anyway, so we should give a worry.

It grieves me to announce the failure of another fishing trip which was started by a bunch from the mechanical department. The failure was due to lack of bait, as Howard Earle ate the bait by mistake, thinking it was the lunch. Oh, for heaven's sake!

Thursday B. L. Porter turned in a perfectly good bull-dog—some bull. The pup hung close to Porter, following him into the barn, so he tied it to a table in the office, and passed his troubles on to the office department.

Our genial foreman, B. B. Boyd, is back on the job. Someone celebrated the occasion by filling his car full of rocks and car rails, which pleased Mr. Boyd to such an extent, that he offered a reward for the fellow who did it, a nice little reward which would enable someone to hear the birdies sing for a few moments. Nobody seemed to crave music.

I remember one time I told a colored gent the time, answering his query, "Why its just 7-41-10." Old Ephrem looked at me, smiled politely, and said, "Which time does you say?" And I repeated it. Then seeing that I evidently meant what I was talking about, and was not joking, the old fellow nodded his head, looked at his watch, and said, "Shure 'nough, shure 'nough, geeting late ain't it?" The old rascal didn't know what I meant, but was too proud to admit it.

I hear that Jack Wayne did not have to wait to get to Frisco to become flea bait, as some friends came down from there and wished a few on him before he left. Jack's conductor claims that Jack couldn't make his time the last few days before he layed off, scratching fleas enroute, so he believes Jack made the trip up north just to take the little darlings back home to their native hunting grounds. Mebbe so, mebbe so!

Last Saturday and Sunday, Buck private Knittle was up at Cooper's Ranch with the merry guardsmen, where he had a chance to operate a machine gun. Any of the boys wishing to join up, see Knittle.

in St. Louis, has returned and will resume duty the first of the week. C. A. declares, loud and long, that Los Angeles is the only place.

Motorman S. N. Cupp, who is one of the oldest trainmen in point of service at Five, has returned from his vacation, which he spent visiting relatives in Missouri.

We might add, for the benefit of the trainmen of the Sea Gulls' home who have machines (or otherwise) that the "traffic cop" of Division Five is after the boys who like to park in the drive near the office, which is strictly against the law. So drive on back and save a fine.