

Div. 4 Building To Open Sept. 22

Service Prize Competition Close

MILEAGE CARD SIZE TO BE REDUCED

The awarding of prizes for August suggestions presented a very knotty problem to the board considering same, as there were an unusual number of very meritorious suggestions for that month. However, after long discussion, the prizes were awarded as follows:

First prize to Operator Lee A. Moyer, Division 4, who suggested that the size of the mileage card be changed to conform to that of the register card, thereby making it more convenient to handle, less liable to be damaged by passengers crowding against the fare-box, and at the same time saving in cost of printing. This change will no doubt be made as soon as the present supply of mileage cards is exhausted.

Publish Lost Passes

The second prize went to Conductor D. W. Beatty of Division No. 3, who suggested that each issue of Two Bells show a complete list of all lost passes, thereby enabling trainmen to have at all times available a correct list of such passes.

Number three goes to W. H. Snow of Division 4, who suggested that a room be provided at each division wherein trainmen could go to make out reports, read, etc., without being annoyed by the noise and confusion which usually exists in the waiting rooms, employes making use of these rooms to refrain from loud talking, boisterous conduct or other unnecessary noises. The old library rooms at Division 2 and 5 will be immediately available for such purposes, and Division 3 will also be taken care of in the near future. Divisions 1 and 4 will be given very careful consideration in the hope that the plan may soon be extended to those divisions also.

Previously Made

Two suggestions were received which were very carefully considered in view of the fact that the matter covered in both suggestions had already been given consideration, and the necessary steps taken to adopt plan suggested, although this action was taken before the suggestions were received.

Clerk Madigan at Division No. 2

CARS MUST BE HALTED AT BOULEVARD STOPS

The city ordinance requiring all vehicles to make a complete stop before crossing certain principal boulevards, became effective last Friday. Unless a traffic officer or Los Angeles Railway traffic man is directing vehicles, street cars will be re-

quired to make a complete stop before crossing the following intersections: Mission road and Macy, Wilshire and Vermont, Jefferson and Figueroa, Santa Barbara and Figueroa, Vernon and Figueroa, 54th street and Figueroa.

WALTER HOLE TO HANDLE OUTSIDE FOLLOW-UP WORK

WALTER HOLE, of the instruction department, has been put in charge of outside "follow-up" work. With the heavy turnover of trainmen that marked the summer months, considerably reduced, the instruction department intends to devote increased

attention to helping new men after they are in service.

Requests for help made by new trainmen or reports indicating that a man needs help, will bring an instructor on the run.

R. R. Smith Starts Vacation at Baldy

R. R. Smith, assistant superintendent of operation, started on his vacation Saturday and will be away for two weeks. "Dick" expects to spend the greater part of his time at Camp Baldy, where he has a dandy cabin.

During Mr. Smith's absence, R. A. Pierson, chief instructor, will be in his office, and Dan Healy, assistant chief instructor, will play Daniel in the lion's den, and be in charge of training recruits.

L. C. Morton Takes To Himself A Bride

L. C. Morton, formerly clerk at Division One and more recently employed at the main offices, was married September 5 to Miss Bertha May Haynes. Announcements received by his friends revealed the news while the newlyweds were on a honeymoon trip. They will be at home at 3560 Beswick street.

turned in one of the best suggestions received, which was in connection with an improvement in the letter signs now being used on the cars, but he was disqualified on account of being employed as a clerk and not wholly as a trainman.

46 Miss Courtesy Credits in August

Records of the Merit and Bonus System for August, show that 46 trainmen failed to receive extra credits for clear courtesy record in August, and 576 missed the extra reward given for clear safety record.

HE WASN'T PROMOTED

- He grumbled.
- He wasn't ready for the next step.
- He did not put his heart in his work.
- He ruined his ability by half doing things.
- He tried to make "bluff" take the place of hard work.
- He didn't learn that the best of his salary was not in his pay check.
- He was always behind hand.
- He didn't believe in himself.
- His stock excuse was "I forgot."
- He learned nothing from his mistakes.
- He felt that he was above his position.
- He did not think it worth while to learn how.

Elsie: Did you ever see anybody so dreadfully slow as Charlie?
 Jack: Oh, I don't know. They say he plays a pretty fast game of chess.
 —Pearson's Weekly.

RECORD FILES TO BE KEPT IN NEW OFFICES

Moving day for Division Four, the employment and instruction departments is set for next Saturday. The work of transferring records and equipment to the new quarters will probably take several days, but Division Four men will use the new building in the week beginning September 24, according to present plans.

The new building is located at Sentous and Girard Streets, close to the present Division Four building. The main floor will be used as an assembly room for trainmen and for offices for the foreman, superintendent and cashier.

Occupy Three Floors

The Transfer Bureau, which has been located at Number Two car house of Division One, will occupy the basement. Special facilities for handling transfers have been provided.

On the second floor, the instruction and employment departments will have offices. The records of men who have left service will be kept at the new building by the employment department but the "live" records will remain at the main offices.

How to Get There

For the benefit of trainmen other than Division Four men, the new building is reached by riding the West Pico car. Sentous Street is a stop west bound and the building is one block north from the car line. The stop east-bound is about three car lengths east of Sentous.

R. A. Pierson Finds Old-Time Pal Here

A. E. Hickey, an old side partner of R. A. Pierson, chief instructor, is a new conductor at Division Three. Bob Pierson and Hickey worked on the cars of the Des Moines City Railway 25 years ago. Hickey has been in continuous service in the Iowa city up to this year, when he resigned to come west for the benefit of his family's health.

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

Put Your Peeves To Work

Mr. Motorman, what things does your conductor do that you do not want him to do? Mr. Conductor, what things does your motorman do that get on your nerves or get you on your ear?

The possibilities of these two questions are wonderful and mighty. Give a man a chance to get something "off his chest" and he can usually entertain you with his pet peeves for an hour, no matter how good natured he is.

Kicking is alright as exercise when it is done with the limbs as part of the daily dozen and does not start above the neck. Bringing out suggestions for improving service is a healthy and worth while undertaking, and this leads up to the subject of this editorial.

One of the division scribes, Bob Lindsey by name, developed a bright idea to give conductors one week to list all the things their motormen do that they do not like and then give the motormen a week to return the compliment, with no names asked or given. The idea was to show motormen and conductors the faults that retard co-operation by compiling totals and publishing the figures.

The plan for bringing out the various causes of complaint is good but a plan which does not provide for the writer giving his name opens the path for "padding" the vote and placing undue emphasis on one or two points. The use of names would keep many from participating so that it is doubtful if either plan would accomplish its purpose.

But Bob has generated a good idea there. Perhaps some system can be devised to bring forth the necessary information reliably and provide means of correcting the shortcomings without hurting anyone's feelings. If this idea can be made more than just getting something "off your chest" then it is worthy of a lot of consideration.

"Two Bells" would like to have the ideas on a number of trainmen on methods of bringing out the shortcomings and correcting them and still leave everybody happy.

What do you suggest? Write it out and send it to the editor.

INSTRUCTION ON CAR 9010 TO BE RESUMED

WITH the moving of the instruction department to its new home in the building at Sentous and Girard streets, on the Division Four property, regular use of car 9010 for instruction work will be resumed.

Car 9010 is specially equipped with lights inside to show the various movements of electrical equipment in operating a car. The parts are arranged so that they can be easily reached and inspected, enabling instructors to explain the mechanism to new motormen.

In future, new motormen will be required to pass an examination based on a demonstration of this car. It has been inconvenient for the instruction department to arrange such examination heretofore, but with the department offices adjoining the division car tracks, the necessary storage space will be available.

Car 9011, which was recently rebuilt for use as a "rough edge" car for motormen, will be stationed at Division Four also.

Semi-Annual Watch Test Cards Ready Next Month

NEW semi-annual watch inspection cards must be procured between October 1 and 15, and the old cards must be turned in to any of the company watch inspectors.

A new arrangement for watch inspection has been made, whereby reports will be received within three days after the end of each month.

Heretofore these reports have gone to San Francisco to the office of the watch inspection company and then have been sent to Los Angeles, with considerable delay. Failure to have a watch inspected monthly will be a cause for demerits after a first offense warning.

Teacher asked her class if they could compose a rhyme, using the word "Nellie."

She finally called upon Johnny Jones. Johnny arose, much embarrassed:

"There was a pretty little girl named Nellie,

Who fell in the water and wet her little feet."

"Why, Johnny, that doesn't rhyme."

"I know it doesn't—the water wasn't deep enough."

"Never hear much about malaria out this way any more."

"No," answered Uncle Bill Bottletop.

"Malaria gets terrible unpopular when there is nothing to cure it with except quinine."

Oldboy—"A well-balanced mind is a grand thing to have."

Smartly—"Yes, but when a man steps on a banana skin a well-balanced body is what he needs."

BULLETINS

Issued September 17, 1923

BULLETIN NO. 155 Notice to Conductors

Effective Monday, September 17th, the line "S," Owl car on that date (Owl car of Tuesday A. M.) leaving 7th and Broadway westbound at 1 A. M., 2:05 A. M., and 3:10 A. M., will be routed via 6th St. and Vermont Ave., between 6th and Rampart, and Third and Vermont, instead of via Rampart, Second, Private Right of Way, Bimini Place, 1st St. and Vermont Ave., as at present. Conductors on all connecting Owl cars will please inform their passengers accordingly.

BULLETIN NO. 156 Notice to Trainmen

When busses of the Los Angeles Railway are waiting in the vicinity of any of our divisions, trainmen will keep away from same, and will under no circumstances board such busses and shift gears or tamper with any other portions of the mechanism.

BULLETIN NO. 157 Notice to Conductors

Please cancel that part of Bulletin No. 151, pertaining to lost pass No. 3306, issued to Antonio Duenes, draftsman, as this pass has been found.

BULLETIN NO. 158 Notice to Conductors

Fireman's Pass Book No. 12192, issued to Fireman Davis Cottle is reported lost. If presented for transportation take up, collect fare, and send to this office with report.

BULLETIN NO. 159 Notice to Conductors

The following passes are reported lost: 6952, issued to F. M. Thorington, Motorman, Division No. 2.

4122, issued to H. R. Ennis, Conductor, Division No. 1.

7036, issued to A. C. Watterson, Conductor, Division No. 2.

7271, issued to E. T. Dotterwick, Conductor, Division No. 2.

6450, issued to G. E. Deatherage, Conductor, Division No. 3.

3676, issued to W. F. Boehme, Motorman, Division No. 1.

7366, issued to K. Toney, Conductor, Division No. 1.

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

BULLETIN NO. 160

In reporting all classes of accidents, matters pertaining to reliefs, signs, train run discs, shortage of transfers, etc., trainmen will not request dispatchers to make connection through emergency phones with the division, but will communicate directly with the dispatcher who will in turn relay the information to the proper parties.

P. B. Hill
Supt. of Operation.

On the Sick List

DIVISION NO. 1

Motormen—E. E. Bragg, 3464 Lee St.; F. F. Rameriz, 647 Kohler; F. E. Brown, 3048 Whittier Blvd.

DIVISION NO. 2

Motormen—R. L. Johnson, 326½ E. 35th St.; R. W. Lockwood, 234 E. 51st St.

DIVISION NO. 3

Motormen—C. R. Meador, 1058 E. Colorado, ERC; W. H. Gill, 3201 Fletcher Dr.; G. Searl, 3339 Elthea St.; A. Stephens, 1130 South Hope St.

Conductors—A. Blish, 856 Waldron Ave. ERC; E. L. Bledsoe, 121 N. Hancock St.; G. McBride, 2810 Gay St.; P. Foster, 2812 Jeffries Ave.; C. R. Certain, 2612 Ideell St.

DIVISION NO. 4

Motormen—G. A. Allen, 2714 Ocean Front; B. H. Hellman, 209 East 23rd St.; J. A. Yates, 922 N. Beaudry; J. W. Faulkner, 452 E. 42nd St.; E. T. Angus, 1242 Georgia St.; J. C. Clark, 507 South Boylston.

Conductor F. Shuster, 2709 W. Jefferson.

Safety Operators—C. Fanning, 1716 Oak St. (rear); L. J. Peterson, 720 Ottawa St.

DIVISION NO. 5

Conductors—M. Kreisel, 5425 3rd Ave.; V. C. Allenby, 1121 Fairview Blvd.; J. W. Marshall, 70th and 10th Ave., Hyde Park; E. F. Pitlock, 5142 4th Ave.; H. F. Henney, 4932 S. Van Ness Ave.; R. B. Trumbo, 223 S. Fir St., Inglewood.

Motormen—J. Holm, 338 Virginia Ave.; J. I. Murray, 223 S. Fir St.

R. B. HILL ON COMMITTEE STUDYING PARKING

R. B. Hill, superintendent of operation, has been appointed a member of a committee, organized by the Board of Public Utilities at the request of the city council, to make a thorough survey of parking conditions in the downtown district.

The committee consists of R. W. Pridham, representing the Chamber of Commerce, chairman; Alfred E. Adams, Retail Drygoods Merchants Association; George M. Babcock, Business Men's Co-operative Association; W. R. Kilgore, Associated Secretaries; R. B. Hill, Los Angeles and Pacific Electric Railways; Richard Sachse, Traffic Commission; David Faries, Automobile Club of Southern California; and F. A. Lorentz, chief engineer of the Board of Public Utilities.

The members of the committee realize that when traffic is blocked repeatedly by improper parking conditions, the merchant, the autoist, and street car rider and the pedestrian, are losers and nobody gains. The committee is agreed that the blocking of street cars by selfish autoists is something which must be stopped with strenuous measures.

The ultimate aim of the committee is to recommend to the city council methods which will make for the most efficient use of the streets.

What's Your Best Offer?

A HEAVY truck was traveling west on Vernon avenue, followed closely by a street car, the motorman was ringing his gong violently, turning on the controller, throwing it off again, looking at his watch, and evidently very excited. Arriving at Vernon and Moneta, both truck and car had to come to a stop on account of traffic.

The motorman, unable to hold his temper any longer, opened the gate, jumped off and ran up to the front end of the truck and yelled to the driver: "Get down off of there and I'll beat you up."

The driver looked down and exclaimed coldly: "That's nothing, I had a better offer than that, awhile ago, when a fellow told me he would drag me down from my truck!"

"CHRIS."

H. A. Russel Enters Transfer Bureau

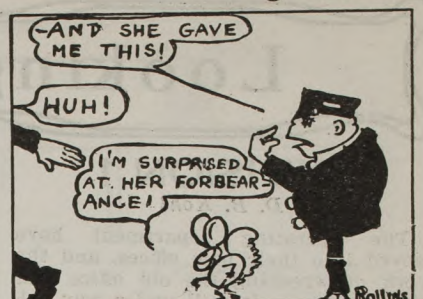
H. A. Russell, formerly clerk at Division Three, and division editor for Two Bells since the introduction of the house organ three years ago, has entered the service of the transfer bureau. The friends of "Russ" wish him the best of success in his new field, away from the noisy crowds of trainmen shouting for transfers, witness cards, register keys and vacations.

"What's the difference between vision and sight, pa?"

"Well, son, you could call a woman a vision, but don't dare call her a sight."—Exchange.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

FLOCKS OF FAGEOLS DRIVEN TO L. A.

The men who drove the handsome buses from San Francisco to Los Angeles are left to right: C. B. Lindsey, garage foreman; Oscar Fralin, George Rosen, bus operator; Ray Anderson and George Borngrebe. All but Rosen are men from the company garage at Sixteenth and San Pedro.

On The Back End (Contributed)

For Condr. W. H. Morgan, Div. 5
Los Angeles Railway,
Gentlemen:
I have traveled for 25 years all over the United States and Canada and have had numerous occasions to report train and street conductors, and even have them arrested, but have never done so. I have thought of a better plan to encourage good service, and I think you could get the cooperation of the public to bring it about. That is to report the courteous conductors instead of those who are not courteous. It seems to me that that would encourage better service. Last Sunday night I boarded a Hawthorne car enroute for Inglewood, and the conductor on that car seemed to keep track of the passengers, and was very courteous to everybody. One lady got off the car three different times, thinking it was her place to stop, and he took extra pains to call her back. A man with a heavy grip tried to board the car and he was very careful to help him on with his burden. If I remember right his number was 1800.



Motr. C. M. Detrick of Division Five has applied for and received a ninety-day leave to develop a mining claim near Searchlight, Nevada. We are not informed if it is gold or diamonds, but C. M. is bound to return wearing something, providing he keeps out of those wild miners' poker games you see in the movies.

TYLER.

Everybody is talking about the weather, which reminds us that we have Ex-motorman Snow with us once more. He resigned about a year ago, but is now back breaking in as conductor. They can't stay away from Division 3.

At Seventh and San Pedro in the early morning rush, an auto with aged tires was speeding along when—"BANG" and the right rear gave out. A newsboy, busy selling papers, shouted, "Hey, Examiner." To which the disgrusted autoist replied with a scowl, "Don't have to. I heard it."

Just to convince his prospect that "You never can tell when you are going to have an accident," an insurance salesman pushed him down the elevator shaft, but still he didn't get any business.

Last Monday morning Condr. F. J. Morrill of Division Five was very anxious to get off, which just couldn't be did. F. J. was disappointed, was not bashful in saying so and sympathizing with him, one of the boys asked him, "what he wanted off for?" Morrill said, "I want to see the eclipse." "Why," said the sympathetic one, "you can see that alright while your working." "Yes," sighed F. J., but I can't see the chickens go to bed."

There was a young lady from Ham Who decided to ride on a tram,
She fell in the mud
With a sickening thud,
And was distinctly heard to say
Safety First—Watch your step!

An Italian who kept a fruit stand was much annoyed by possible customers who made a practice of handling the fruit and pinching it, thereby leaving it softened and often spoiled. Exasperated beyond endurance, he finally put up a sign which read:
If you must pincha de fruit—
pincha da cocoanut!

It happened during the rush hour at that. A woman stepped up to a polite loader at a busy corner on Spring street and asked: "Does 'W' go to Lincoln Park?"
"No, go to 'L' on Broadway," answered the loader.
Long run for nickel.

Yours truly,
A. J. CLARK,
635 Towne Ave.,
City.

For Mtr. M. E. Swartz, Div. 3
Los Angeles Railway,
Gentlemen:
This morning I boarded a "W" car, south bound, train No. 6 York branch. When we stopped at 1th and Spring Sts., it so happened that a truck was standing very near to the car steps, so close in fact that the last passenger desiring to get off, was unable to do so, as she was carrying a good sized hand bag. She turned to the motorman (who had 951 on his cap) and said, "Could you pull up a little? I can't get off here with this hand bag." The motorman very pleasantly replied, "Surely," and did so. The time that the above happened was 8:25 A. M. and I was unable to resist the impulse to report this bit of courtesy. Very truly yours,
BELCHER COOLEY,
1533½ Strickland Ave.,
City.

COMPANY TO OPERATE WILSHIRE BUS ROUTE

THE first main bus line to be operated by the Los Angeles Railway will be established within a few weeks on Wilshire Boulevard. The exact route and terminals have not been decided.

they can be easily distinguished from the green buses of the Los Angeles Motorbus Company, which is the joint company of the Pacific Electric and Los Angeles Railways, now operating the Western Avenue line.

Rules governing fares and transfers are being planned by officials of the transportation department and will be different from rules governing buses now operated by the company on South Main street and Lincoln Park avenue. Both these lines are essentially feeder lines while the Wilshire line will be a main route in itself.

Five of the Fageol buses which it is planned to operate on this line were driven from San Francisco by a squad under the direction of C. B. Lindsey, foreman of the company garage. They are pictured above but Hugo Hinze, who drove the party north in a touring car and then made the auto serve as a service car on the return trip, missed the photographer.

Yellow buses will be used so that

board the car without being thrown off her balance.

The motormen's watchfulness and quick action prevented what might have been a serious accident. I was standing on the curb, waiting for the following car, and saw this incident.

Yours truly,
GEORGE H. WIGMORE,
949 West Adams,
City.

For Mtr. W. C. Calloway, Div. 5
Los Angeles Railway,
Gentlemen:
While there is so much criticism of the Railway Company, and their employees, it seems to me that the company should know that they still have in their employ men who are striving to give service and help.

It was my pleasure to ride to town on the Grand Avenue car with Motorman 493, during the rush hour and the way this man handled his car and the woman passengers was a credit to all concerned. He slowed up to allow women to cross the tracks and get on the car, waited for an old lady to cross from the sidewalk, and several other considerate acts. Here is a man who is making friends for you.

Respectfully,
JAMES WILSON,
Barker Bros.

THERE'S ONE ON EVERY CAR

Westbound on 54th St. on the "M" line, woman passenger addresses conductor.

"Do you go to Slauson and 2nd Avenue?"

Condr.—"No, we take you to 54th and 2nd avenue."

Lady—"Well, how will I get there?"

Condr.—"You will have to walk over two blocks."

Lady—"Yes, but I don't want to walk. Isn't there some way I can get there?"

Condr.—"Well, lady, there's a drug store on the corner. You might phone for a taxi."

She sits down for exactly two minutes, and then comes back with, "Conductor, can you give me a transfer?"

L. V. H., Div. 5

For Condr. L. K. White, Div. 5
Los Angeles Railway,
Gentlemen:
I want to write you of the courtesy shown me by Conductor 806, on the 54th and Mesa Drive line on Sunday morning. 54th Street is being improved and the car did not stop where the boards were piled up for people to get on the cars. Sunday morning the car was not quite to the boards and last Friday morning the car was a little past the boards. Well, both times this conductor, a rather young man, too, reached out and helped me on. As I am not as young as I was one time, I did appreciate his help which was so courteously given. Then on Sunday morning he was so courteous and definite in his directions to passengers asking for information as to lines to take, etc. I thanked him but I want you to know that I appreciated him.

Yours truly,
MRS. CLARA SULLINS MATTHEWS,
5112 Fifth Ave.

For Mtr. A. E. Bartlett, Div. 1
Los Angeles Railway,
Gentlemen:
I wish to write a few words of commendation of the motorman operating car 43, "D" line, leaving 5th and Hill, west bound today at 1:54 P. M. The car was waiting for the GO signal, and when it appeared upon the mast, the motorman started the car—at the same time glancing at his rear sight mirror. At this moment an elderly, stout woman raised her foot to the step, apparently paying no attention to the traffic signal, nor to the fact that the car had started. The motorman saw her action and stopped the car so quickly and yet with so little jar that the woman was able to

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

The operating department have moved into their new offices, and the work of wrecking the old office and waiting rooms, is well under way. Although it is a little unhandy just at present, it will be pretty nice when it is all completed.

Motorman J. Hoke had the misfortune to fall into a pit, sustaining serious injuries to his side and back, and is at present in the Golden State Hospital. He will be glad to have some of the boys come up and see him.

Charley Farrah, night clerk in the office, is confined to his home at present with blood poison in his leg. During his vacation he hurt his leg and it later developed into blood poison. Charley will be laid up for quite a while.

"Dusty" Reed is taking a few days off to rest up and see the sights of San Diego. Our parting warning to Dusty, was to stay away from Tia Juana, as some wild woman might vamp him and then we would lose a perfectly good motorman.

Motorman F. J. A. Sharon is taking a few days off to rest up and have a real good vacation in general.

Switchman W. R. Houts has returned, after having been gone over a month, in which he drove overland to his old home town in the East.

DIVISION 2

O. L. Christensen

Another one of our young friends has tired of single bliss. This came to light when it was announced by their best man, L. W. Merskoetter, that Conductor S. S. Douglas was married September 4, at Santa Ana to Miss Helen Hoffman of Inglewood. Division Two congratulates the young couple, and wishes them a long, happy and prosperous life.

Conductor M. R. Gregory has returned from a 10-weeks vacation which he enjoyed very much, as most of the time was spent at the old home in Michigan.

Motorman J. E. Carlson, who has been on sick leave for the last six months, dropped in to see us the other day, and informed us that his health is greatly improved, and he expects to be back at work in a short time. J. E. is quite a veteran in street car service, having more than 20 years' seniority.

Conductors K. E. Sloan and W. A. Henslee have been assigned to traffic duty temporarily.

Former Supervisor H. S. Atchison, who left some time ago, to return to his old home in the east, arrived in L. A. a short time ago and was re-employed as motorman. Glad to see you back, Red!

Motorman J. E. Carlyle has secured three months' leave of absence, intends to visit the old home in Kansas City.

Motorman J. A. Godwin is back at the old grind, after a two months' vacation.

Motorman J. K. Batson has also returned from his vacation, reporting a fine time.

*The One (sneeringly)—Lookit your shoes and your pa a shoemaker!
The Other (ditto)—Tha's nothing, your baby's only got one tooth and your dad's a dentist!—Toronto Goblin.*

Who's Who



EVERY time we hear a story about a fellow leaving a dairy farm, especially one of those Dutch ones with the rosy-faced milk maids, we doubt the picture book stories that much more. Such is the story of Henry Buckman, conductor of nearly 15 years standing at Division Four.

Henry was born in Rotterdam, Holland, but came to America early in life. He first favored the Pullman company with his services, working in the plant at Pulman, Illinois. Later he came west and was in the dairy business in various capacities but in January 1909 he heard the call of the street car bell and went to work—far away from the blushing milk maids. But street car life is not without its romance at that—eh what?

DIVISION 5

E. C. Tyler

It is evident that vacation time is not yet over, judging from the following list of trainmen who left on leave of absence during the past week.

Motr. H. L. Parke, taking a four-day leave in order to make a trip to San Diego, and it is evident, that he did not think that a desirable point to view the eclipse as he resumed duty on Monday.

Motr. A. W. Fletcher believes a thirty-day rest is just what he needs to put him in prime condition for the holiday rush.

Motr. W. L. Bird, who still retains an interest in a ranch near Palisades, Wash., has taken sixty days off to harvest his apple crop.

Motr. H. V. J. Swain, another one of the old-timers, is taking a thirty-day rest.

Motr. W. E. Garris is leaving on a visit to his old home in Watha, North Carolina, and expects to be gone about 60 days.

Motr. W. B. McCarter, Motr. J. Morton and Motr. W. T. Miller are all taking a short leave to rest up.

Condr. F. Mennerich is taking a week off in order to paint his house.

Motr. I. D. Brown is leaving on a visit to Wayland, Mich., and will be gone about 60 days.

Condr. W. H. Oliver, who has been on leave of absence for several months which he spent in various parts of Minnesota, returned to service last week and states, "That he is mighty glad to be back."

Condr. R. H. Barnard left on a three day trip to Big Bear Lake last week and assured us that if he got

DIVISION 3

R. W. Reid

Dear Jeff:—'Snot fair at all. What do I know about this work? Nothing, absolutely nothing. You caught me off guard and didn't gimme a chance to say "No." However, we'll do our darnedest. Let's go. The rough stuff follows.

We wonder what is the matter with our old friend, O. E. Craig. He came in all shined up, new collar and tie, also had his hard-looking face mowed and shoes shined. Harry Travis, the insurance man, that knows 'em all, met him. Failing to recognize him he tried to insure him. After considerable argument, he managed to convince Harry that he was not a new man and everything was O. K. Gee! What a handsome guy he is when washed up.

Conductor M. Shipman, commonly known as "The Kop Killer," who has been having a vacation at the foot of the extra board, decided to spend part of it at Venice. He stayed a little longer than he should have and in his hurry to get back he met a speed cop. The judge said "twenty-five dollars."

Cussing is not in T. W. Spurgeon's line, but he came mighty near it when his conductor asked him what he had done with his collar and tie. Spurgeon's hand went up to his neck, "Well, where the—, haven't I got a collar on?" Nope, he hadn't, and he had to work all Saturday P. M. without one. Do you reckon it's love or the heat?

Motorman B. F. Garner has taken a month's leave to do some carpenter work around his home. In his odd moments he will assist friend wife.

Motorman F. T. Sully left for a trip to Rockford, Ill. He plans to be gone a month.

Conductor G. W. Franson and Motorman A. Johnson have secured a five-day leave, with the intention of going on a fishing trip. Brand of bait and destination of trip unknown.

Ain't nature grand! The writer sat in his back yard and had a perfect view of the eclipse, while some of his friends, who had the time and the money to spare, journeyed to San Diego and other points and saw nothing but a heavy fog.

Conductor F. J. O'Toole, who has had several good pay days, and as a consequence feeling very prosperous, will make a two-week trip to Denver Colorado.

And so Jeff, that's that. Adios.

up there O.K., he could get back, "for it was all down hill."

Motrs. W. L. Hague and F. R. Conkling, who have been on leave of absence, both returned to duty this week.

We sadly miss old Bascom Tutt, Ne'er shall his mem'ry tarnish. He thought the jug held whiskey, but The doggone stuff was varnish.
MOTR. A. NONYMOUS, Div. 5.

News item by Motr. A. P. Williams, Div. 5: We had an eclipse of the sun at Division Five last Monday. It was right on time, according to schedule, and was voted a success by all spectators. No bananas today, thanks.

Stern conductor, "Madame, that child looks to be more than five years old."

Mother, "Yes, I know he does. But, Mr. Conductor, that child has had lots of trouble."

It is reported that coincident with the Jewish holidays, Conductor E. H. (Ed) Link, one of the best known trainmen of Division Five, will spend a few days with many of his friends

DIVISION 4

Bob Lindsey

They say truth is stranger than fiction, maybe so, as I have been informed from an authentic source that car 670, T. R. 38 of line "J", trip leaving west terminal 10:30 A.M. made the trip to 7th and Broadway minus a single individual of color. And just to make it harder, a stop was made at Dinka and Normandie streets. How come, say we, when those "J" cars don't haul nothing else but Hooper Avenue crews please note.

We all hope that when we move to our new headquarters, Herb will quit sending our towels to the "Wet Wash," and send them rough dry anyway, as we can get a dry towel occasionally. We also hope to get a new whisk broom, it is very hard to brush with the "chain," and get results. Nuff sed!

Motorman Ruelas who never walks, but Chevrolets, was out touring up San Gabriel Canyon way last week, and admits he found himself lost, tho' sober. He won't say which we doubt, but we doubt it, just the same.

If love is a tickling sensation you can't scratch, what is this? Last Wednesday while we were held up by a freight train at 4th and Alameda, I felt something crawling on my knee, I shook my pants leg and what can you imagine dropped out. No fooling, a nasty little black scorpion, which I stepped on without further ado. So that was something that tickled and I'm glad I "didn't scratch."

And the goat still pursues us. Last week out on West 1st line a car stopped to discharge passengers, and one yelled to Motorman, "Hey, there's a goat under the car." The motorman called back, "Is that a kid or a goat?" The other insisted it was no kid, so the motorman investigated and sure enough there was a goat trying to chew a brake shoe off the hanger. It was finally scared away after blaaiing 3 times, so we believe it may be Division Three's goat which escaped from that place some time ago.

Miss Ruth Blakeman, daughter of C. B. Blakeman, information man at 7th and Broadway, saw Conductor Huddy pulling in the barn several nights ago, and she asked her Dad if that was "Conductor Ding" of Two bells fame.

Introducing New Men

The following men have been assigned to their divisions during the week ending September 8, 1923:

DIVISION NO. 1

Motorman R. L. Ford.
Conductors—V. Fox, F. S. Dill.

DIVISION NO. 2

Motormen—W. Lang, O. O. Sanner, A. G. Kenealy, D. W. Shafer.
Conductors—O. S. Schmitz, N. B. Penrose.

DIVISION NO. 3

Motormen—F. M. Shepherd, M. L. Bybee, G. A. Haight, C. W. Sinks.
Conductors—F. M. Roberts, G. B. Brown, H. B. Thompson, W. J. Quinn, F. S. Danhouser.

DIVISION NO. 4

Safety Operators—O. O. Norman, A. Pabst, A. C. Olsen.

DIVISION NO. 5

Motormen—W. L. Wilson, H. G. Rolph.

at Murietta Hot Springs, where he expects to derive especial benefit from the balmy breezes for which that place is noted.

Condr. H. F. Henney had the misfortune to fall while crossing the yard the other night, spraining his arm and hand very badly. Henney claims that it was caused by his anxiety to get him to a hot supper and as "H. F.'s middle name isn't "Idleness," we join him in the wish for a speedy recovery.