

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

Edited by J. G. JEFFERY, Director of Public Relations

MOTOR CHART PLAN WINS MONTHLY PRIZE

Prizes for March suggestions have been awarded as follows:

FIRST PRIZE goes to Motorman P. Fitzgerald, of Division Two, who suggests that additional information be furnished motormen regarding the cutting out of motors properly when such action proves necessary.

To carry out the idea of this suggestion will require some little time, as it means the preparation of charts or diagrams showing exactly how this work should be done. The preparation of these charts will be started at once and it is hoped they will be ready for use within a reasonable length of time.

SECOND PRIZE was awarded to Conductor A. W. Horton, of Division Four, and is in regard to the installation of an overhead trolley wire in connection with the temporary crossover on West First Street at Glendale Boulevard.

Wire To Be Installed

The installation of this crossover wire will be requested at once, as it is for the use of the Shuttle car operating on the east end of the West First St. line, and its absence is a source of considerable inconvenience to the crew of this car.

THIRD PRIZE was awarded to Conductor V. M. Muckenthaler, of Division Five. His suggestion was that more information regarding the Merit System and the number of demerits assessed for various reasons be published in "Two Bells," and this suggestion will be followed out to some extent, although we do not think it advisable to go to the extent of publishing the names of men who have received demerits, as we do not believe many trainmen would care to see their names posted in such connection, and we feel that the same results can be accomplished without publishing the names of the men demerited.

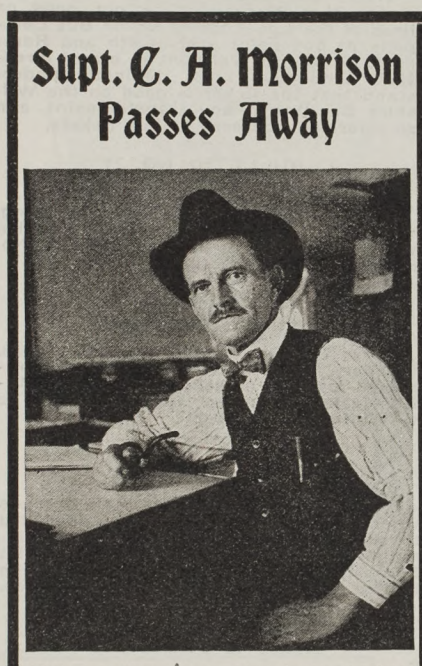
Many Involve Stops

A large proportion of the suggestions received in the last two or three months has to do with the moving of existing passenger stop signs to points where school stops are required.

It has not been deemed advisable to move any already existing passenger stops to make them conform to the school stops, as we find that in many cases we would not be permitted to discontinue the existing stop, and to install a stop sign at a nearby school stop would only result in the making

(Continued on Page 2, Col. 4)

Six-Wheel, Double-Deck Buses Next Step In Local Service



Supt. C. A. Morrison Passes Away

Collin Alexander Morrison, lovingly known to thousands of Los Angeles Railway employees as "Shorty," superintendent of Division Five, passed away early Friday morning at the Clara Barton hospital following an illness of several weeks. He was 62 years old.

Word of the death struck sorrow deep into the heart of his many friends but particularly at Division Five.

Mr. Morrison was born at Mount Elgin, Ontario, Canada. He moved to the United States when a young man and has been in the street railway business since horse car days. In 1886 he began driving a horse car in Minneapolis. A few years later he moved west and in 1892 went to work on the cars in Portland, Oregon. For three years he served as motorman and conductor and then came to California for his health.

From 1895 to 1902 he worked for the San Francisco and San Mateo Railway Traction Co. On account of sickness he resigned and came to Los Angeles. On June 1, 1902, he started as mechanical inspector for the Los Angeles Traction Co., which centered at the old Division Four property recently torn down.

In 1910 the Los Angeles Railway absorbed this property and Mr. Morrison continued in this company's service. He moved from the mechanical department to the dispatching board soon after. He was appointed division superintendent in 1920. He is survived by Mrs. Morrison.

Funeral services will be conducted Monday afternoon at 2 o'clock, at Masonic Temple, Pico and Figueroa Sts. Mr. Morrison was a member of Henry S. Orme Lodge.

York Blvd. Bus Starts Monday

On Monday, bus service will be inaugurated on York Boulevard between Glassell Road and Avenue Fifty.

The service will be from approximately 6:30 A.M. to 6:30 P.M. daily, except Sunday, and operated on approximately a 15-minute headway.

The fare on the bus will be five cents, which will include transfer between the street car and bus at Avenue Fifty and York Boulevard, in either direction and also will include transfer between the bus and the Los Angeles Railway street cars at York Boulevard and Glassell Road southwest, or in other words, towards the center of the city of Los Angeles, but not good north bound toward Eagle Rock City.

DIV. 5 MEETING FINISHES SERIES

The meetings of Division Five trainmen last Tuesday to hear R. R. Smith, assistant superintendent of operation, talk on the Merit and Bonus system, concluded the series. In all, Mr. Smith has made 15 talks covering largely the same ground on each occasion because he has had a different audience each time.

The series just completed was the first of the smoker type in which the company provided cigars for those attending. It was the third series of trainmen's meetings when officials spoke on details of the business to men willing to give 60 minutes of their own time.

The good attendance recorded at all divisions has indicated the interest of trainmen and the talks by Mr. Smith have served to clear up a number of points that apparently were uncertain in the minds of some men.

A man at work is worth two in the hospital.

Monthly Dance On Next Saturday Night

The monthly dance and entertainment will be held next Saturday night, April 26 at Forrester's Hall, Tenth and Olive Streets. The program will begin promptly at 8 P.M. and will be followed by dancing. Refreshments will be served as usual.

The time to prevent an accident is before it happens.

30 COACHES ORDERED OF TWO PLANTS

Operation of six-wheel double-deck buses, seating 64 passengers will be the next step of the Los Angeles Railway and the Los Angeles Motorbus Company in providing motor vehicle service for this city.

The newest vehicle has been designed by the Moreland company which manufactures buses and trucks at its big plant in Burbank. It will have a six-cylinder motor, pneumatic tires on all wheels and air brakes. Five buses of this type have been ordered. Deliveries are scheduled to start in about 90 days. Some of these buses will be used by the joint company and some will be used by the Los Angeles Railway. A decision as to how they will be distributed and where they will be run is to be made later.

Five of the Fageol double-deck buses in the order of 25 previously announced are to be used by the Los Angeles Railway, according to present plans. These buses will be of the same type as the Fageol double-decker now in operation on the Sunset Boulevard and Vermont line. They seat 56 passengers, and are equipped with pneumatic tires and air brakes. Delivery of the Fageols is scheduled to start in 60 days.

With the two manufacturers, there are now 30 double-deck buses on order.

WHEEL AVERAGE IS 61,711 MILES

Although trolley wheels averaged 33,320 miles each in 1923, the car wheels almost doubled this figure, according to a summary of operation in the last six months of 1923. During the half year there were 683 cast iron wheels removed and the average mileage for this type wheel was 61,711.

Although all the new cars come equipped with steel wheels, the majority of wheels in use today are of cast iron and are made in Los Angeles by the Griffin Wheel Company.

A locomotive has the right of way and can generally prove it.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

One-Way Travel--Go Ahead

NO MAN should be selected for the position of division clerk, supervisor, dispatcher, or any of the other branches of service which constitute promotion from the train service unless that man is possible material for division superintendent or head of the branch in which he is serving.

This statement made by one of the officials of the company may seem rather startling but it does not mean that if a new division were to be opened tomorrow the general manager could pick any division clerk and put him to work as division superintendent with full confidence that he would handle the job satisfactorily. Promotions from private to general are rare. A man usually moves up the ladder one step at a time so it may well be presumed that every man who might be considered, in army terms, as a non-commissioned officer should be ready at any time to take the job on the next step of the promotion ladder.

A division clerk or a man in any other branch of the transportation department who has been selected from the train service should feel that it is his duty to learn as thoroughly as possible the details that go with ability to thoroughly master his job and meet the various situations that may arise. These situations are not always a matter of routine and to master the new situations a man must develop ability to judge promptly and accurately. He must develop confidence in his judgment.

If a man is promoted from train service he must consider that he is starting on a new avenue which leads to executive positions. The first promotion is not a matter of "Making a place for Bill." It is a matter of giving Bill a chance to make a place for himself. Just what that place will be depends upon "Bill" and no one else.

If Los Angeles continues to grow there will be increasing demands for transportation service. It is quite probable that new divisions will have to be built. Expansion of the system demands more executives and more "Non-Commissioned Officers." The men for these positions are on the cars today or have made the first step of promotion.

Capt. McDowell Remarks

CAPTAIN James McDowell, inspector of police, is chairman of the committee of uniformed men working in behalf of the \$1,600,000 police bond issue to be voted on at the coming election, May 6. Captain McDowell is well known to the majority of trainmen. Some months ago when he had charge of the traffic bureau he addressed a series of meetings of trainmen urging cooperation for the common good of traffic movement. Captain McDowell was himself a Los Angeles Railway trainman in the early days of the electric cars.

The suppression of crime is a duty of good citizenship as well as a matter of good economics, in reducing the amounts stolen by law-breakers.

The situation as summarized by Captain McDowell in advocating a "Yes" vote on the bond issue, Number 5, on the ballot May 6 is as follows:

THE PROBLEM

Los Angeles has grown far beyond its police equipment.

Los Angeles with its 1,148,121 population has a police department equipped to protect a city of 300,000.

Crime loss in Los Angeles amounts to almost half a million dollars a month.

Burglars get \$150,000 a month.

\$135,000 worth of autos are stolen every month.

Robbers collect \$71,000 every month.

Thousands of brainless and hungry youths with slight criminal tendencies flock to California for an easy livelihood.

THE SOLUTION

Protect your life, your property and your home.

There are more holdups in Los Angeles in one month than there are in France in one year.

There are more burglaries, holdups, and murders committed in one month in Los Angeles than in the whole of Great Britain.

\$1,600,000 expended for vitally needed police equipment would in one year cut the City's crime cost from \$7,000,000 to \$3,500,000.

In a few years it would cut it from \$7,000,000 to practically NOTHING.

An expanded police department would save the people enough money in four months time to pay off the entire \$1,600,000 bond issue.

Street car conductor: You'll have to pay for that child sir, he's over three.

Passenger (indignantly): Well, that is the first time I have been asked to pay for him nad he has been riding on the cars with me for seven years now.

Could the following authentic item account for the contemplated trip and the numerous boxes of matches in a certain man's desk?

"In Turkestan wives can be purchased for a box of matches, and each man can have as many wives as he chooses."

BULLETINS

Issued April 21, 1924

BULLETIN NO. 68 Notice to Conductors

Services of "Inspector under supervision of the Board of Public Utilities" have been discontinued, and the white Inspector's Badges are no longer to be honored for transportation.

Badges bearing the following numbers are still in the hands of the "Inspectors," and conductors will take these badges up when presented for transportation, and turn same in at their division with a miscellaneous report.
Numbers 44, 52, 64, 65, 67, 69, 75, 80, 89, 95 and 102.

BULLETIN NO. 69 Notice to Motormen

In all cases where it is necessary for the crew of a Maintenance-of-Way Work Train to flag a passenger car in any manner, the motorman on the passenger car will acknowledge the flag by two taps of the gong.

This in order that there may be no misunderstanding whatever in the minds of the crew of the Work Train that their signal is understood.

BULLETIN NO. 70 Notice to Conductors

While the new form of Bus Ticket states that this ticket is not good on lines of the Los Angeles Motor Bus Company at any point east of 6th and Rampart, or 8th and Vermont in either direction, conductors must distinctly understand that the ticket is good on the Wilshire Bus line at any transfer point, and so inform purchasers of bus tickets.

BULLETIN NO. 71 Notice to Conductors

Pass No. 3301, issued to Norine W. King, wife of E. F. King, motorman, Division No. 4, reported as lost in Bulletin No. 60, has been recovered.

BULLETIN NO. 72 Notice to Conductors

Pass No. 2064, issued to Susie Ware, Cleaner, Mechanical Department, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 73 Notice to Trainmen

Effective at once, permit Mail Carriers when wearing badge properly displayed to ride free on line "E" as far as Walnut Street, the west limits of the district formerly known as Hyde Park and which is now a part of the City of Los Angeles.

BULLETIN NO. 74 Notice to Conductors

The loader at Santa Barbara and Vermont on line "E" is collecting interurban tickets and through fares, and issuing hat checks stamped with the word "Loader" across the face of the check. Conductors will honor such hat checks accordingly.

BULLETIN NO. 75 Notice to Trainmen

On Monday, April 21, 1924, the Los Angeles Railway will commence the operation of bus service on York Boulevard between the terminal of line "W" at Avenue 50 and York and line "E" at York Boulevard and Glassell Road.

The bus will operate from 6:30 A.M. until 6:30 P. M. on week days only on a 15-minute A. M. and P. M., and a 20-minute midday schedule.

Out-trips (green color) transfers from lines of the Los Angeles Railway will be honored on this bus, but the entire transfer will be taken up by the bus operator and no further transfer privilege given the passenger.

Conductors on line "E" will, upon request, issue "In-trip" (color yellow) transfers to passengers boarding the car at Alice Street or any point north. Conductors on line "W" will, upon request, issue "In-trip" (color yellow) transfers to passengers boarding the car at Avenue 39 or points north.

When presented on the bus, the bus operator will detach the coupon, and the body of the "In-trip" transfer will be honored on cars of connecting line.

Conductors on the York Boulevard Branch of line "W," on receiving the body of an "In-trip" line "E" transfer, may issue the body of an "In-trip" transfer to passenger wishing to transfer north on the Annandale Boulevard Branch.

Line "E" Commutation tickets will not be honored on the bus, nor will conductors issue transfers to the bus on such tickets.

Passengers originating on the bus itself will pay 5c and receive a local bus transfer.

Conductors on "In-trips" on line "E" or "W" may issue full transfers upon presentation of such bus transfers.

P. B. Hill
Supt. of Operation.

19 FULL RUNS ADDED TO "F" SCHEDULE

A new schedule on line "F" which adds 13 full runs to Division Five and reduces trippers from 22 to 3 and at Division Four adds 6 full runs and reduces trippers from 17 to 7, is effective April 20. The new schedule will double the service to Athens and Manchester during the midday period. Twelve-minute service will be provided to Athens in place of the former twenty-four-minute headway and six-minute headway to Manchester will replace the twelve-minute service.

The daily mileage will be increased almost a thousand miles the exact figure being 986.5

In the afternoon rush period Athens will have a six-minute service in place of the present seven-minute headway and at night the headway will be reduced from 22 to 15 minutes.

The headways on the east end of the line are practically unchanged.

MONTHLY PRIZES FOR SUGGESTIONS

(Continued from Page 1, Col. 1)

of an additional stop for the full 24 hours and on Saturdays, Sundays and Holidays, where as it is at present the school stop has to be made from 7:30 in the morning until 4:30 P. M. on school days only. Also the present arrangement of school stops is by no means permanent, and until all such stops are finally designated no changes will be made.

Rules for School Stop

In this connection, to remove any misunderstanding on the part of motormen it may be said that when there is a police officer out on the street performing the duties of a traffic officer at a school stop, should he signal traffic to proceed without making a stop, his signals may be complied with although motormen must exercise due caution in passing through the school zone, and it must be distinctly understood that this action must only be taken when the officer is out in the street and giving proper traffic signals.

Officers standing on the sidewalk are frequently in that position merely to check up a condition, and motormen failing to make the stop when the officer is checking only, is of course subject to arrest for violation of the law.

The sowers of safety are the reapers of happiness.

BUS DIVISION

Bulletin No. 88—APRIL 11, 1924

To All Bus Operators:

The contract on the back of bus ticket, Form S-Bu-3, does not prohibit the transferring of passengers between L. A. Railway street cars and the Wilshire Blvd. bus lines of the L. A. Railway Company at any regular transfer point.

The restriction of transfers, as shown on back of bus ticket at points east of 6th and Rampart or 8th and Vermont, pertains wholly to the transferring of passengers between cars or busses of the L. A. Railway Co. and busses of the L. A. Motor Bus Co.

Please be governed accordingly.

Bulletin No. 89—APRIL 11, 1924

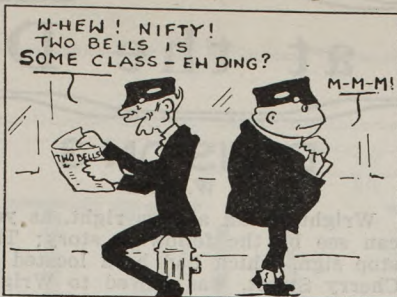
To All Bus Operators:

Busses of the L. A. Motor Bus Company operate around the corner of Wilshire Boulevard and Rampart Street and, bus operators of the Wilshire Boulevard line must approach this section carefully and with bus under full control to avoid any possible collision at this point.

F. VAN VRANKEN,
Manager Motor Bus Division

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. S. E. Merriweather, Div. 2 Los Angeles Railway.

Gentlemen: I wish to call your attention to a special courtesy that was rendered me by Mr. S. E. Merriweather, Conductor No. 82, in your service on the Heliotrope line.

I left my home hurriedly to catch the car at Heliotrope and Rosewood, neglecting, however, to put my money in my vest pocket before leaving the house. I got on the car without a cent of money on my person, which I only discovered after getting on the car. I at once called the conductor's attention to the fact and asked him to stop so that I could get off. He quickly and gladly offered to personally pay my fare, which he did out of his own funds and not the company's; giving me a transfer which enabled me to get to my place of business without delay or inconvenience.

Mr. Merriweather is one of the finest representatives of your company, who is modestly but effectively building up public sentiment for courtesy and the good service of your organization.

Yours truly, CHARLES W. GREGG, Asst. Mgr. Public Safety Dept., Automobile Club of So. Calif.

For Condr. G. Orr, Div. 5

Los Angeles Railway.

Gentlemen: On December 10, last at 7:30 P. M., while riding on the Spring street "M" car, the car was crowded as usual—two passengers started quarreling and very nearly came to blows, in fact one blow was struck. The way Conductor No. 854 handled the situation was wonderful to behold. Any position that requires tact and knowledge of human nature could be well filled by this man I am sure.

Respectfully, J. S. GFELLER, c/o Owl Drug Co., 6th and Broadway.

For Condr. R. G. Wilson, Div. 2

Los Angeles Railway.

Gentlemen: On Thursday evening, January 10th, 1924, I was riding on one of the Los Angeles Railway cars when a youth, probably a University student, an athletic fellow, boarded the car.

He poured out a flood of profanity, as he paid the conductor; and the conductor a young lad, gently rebuked him for his blasphemy. The conductor did the rebuking so calmly but so firmly that he silenced the man and sent him to his seat with confusion of face.

It was a good act, bravely done and deserves my hearty commendation. The conductor's number on his cap is 2034.

Cordially yours, WILLIAM H. FISHBURN, 2101 Bonsallo Ave.

For Mtr. C. H. Conrad, Div. 5

Los Angeles Railway.

Gentlemen: I wish to tell you how I appreciate the courtesy of your motorman 977 on the "E" car line. As he gave me his stool in the very crowded front part of the car, I had a good chance to notice his unflinching courtesy and patience with everyone.

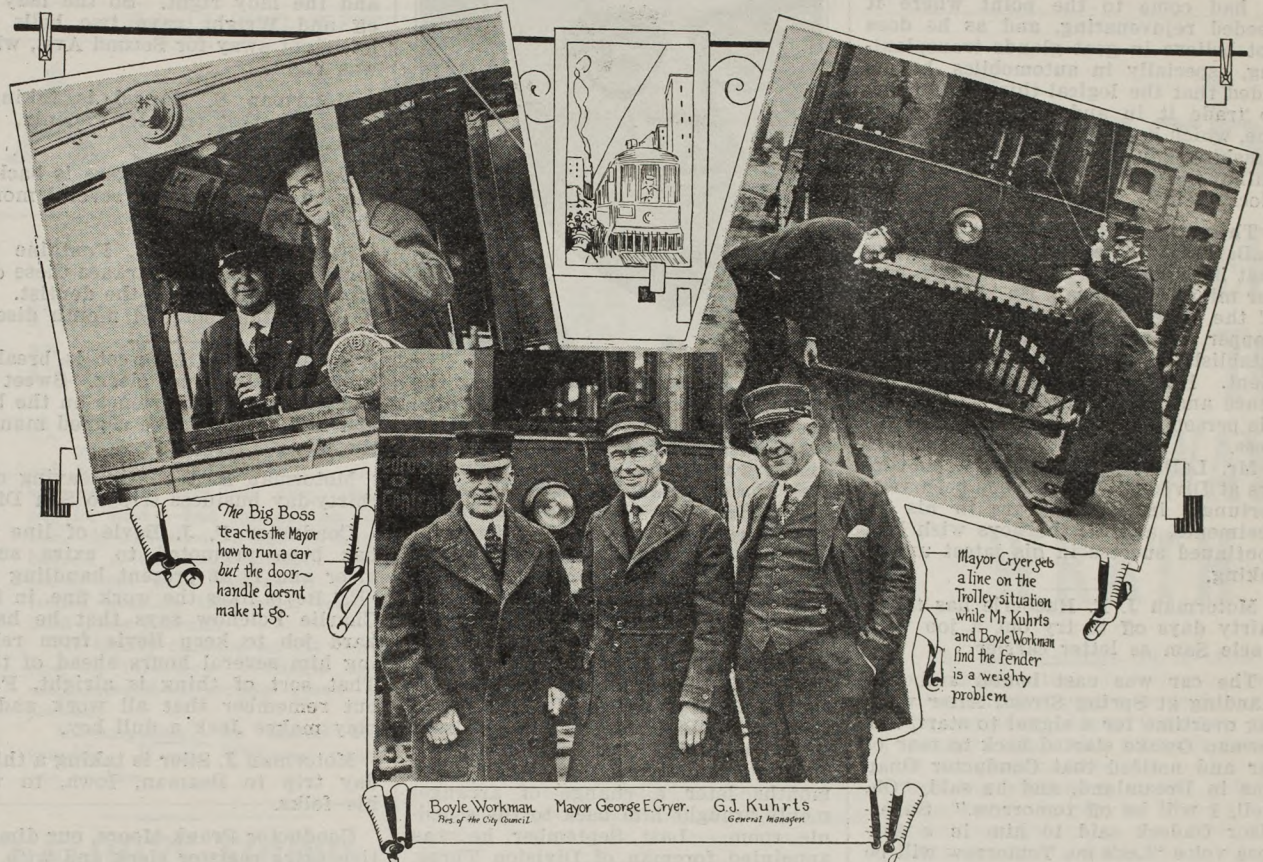
His kindness and general good will in such a quiet refined way impressed me very much.

Yours very sincerely, MRS. E. OGDEN, 1436 Browning Blvd.

Work Done on Radio For Division Four

Installation of the radio set at Division Four has been keeping some of the electrical department men busy in the past few weeks. The instrument is the same as that in use at Division Five. The same type instrument will be installed at all divisions.

The Boss Teaches the Mayor to Run a Car



Caterpillars Call Out Sand Car

BELIEVE it or not, the dispatching board sent the sand car out to the Baldwin curve on line "E" last Thursday afternoon to sprinkle the rails with grit, after an army of caterpillars from the green fields adjacent, awoke with the sun and started a pilgrimage across the right of way.

The rails were covered with caterpillars for yards so that cars had extreme difficulty in stopping. Every time a car went by some of them would go squish and others would go squash, but those fuzzy ones that put nicks in the car wheels, are the worst.

Officials Break In As Street Car Men

When the company recently conducted a party of city officials on a tour of the shops and other interesting points of the system, George J. Kuhrts, general manager, undertook to break in Mayor George E. Cryer as a motorman. With uniform caps to give the correct atmosphere the two executives took over the front end of a street car. The lesson had to be short but they at least found out that the handle that opens the door is not the one that runs the car.

The best work was done with the car standing still when Mr. Kuhrts and Boyle Workman, president of the city council, tucked up a fender while the mayor strove to keep his feet on the ground and turn the trolley at the same time. A passing instructor pronounced them a promising bunch of rookies.

On The Back End

(Contributed)

Division Two news reports Switchman Ed Forsythe under quarantine, but it is not likely to be the talk and run malady.

While pulling in the car house last Monday night from the "C" line, a woman of the Jewish type and three babies boarded my car and this followed:

"Conductor, how much is this check, please?"

"Why it is \$83.47."

"Thank you, do you go to Seventh street?"

"Yes, madam, we do."

(Dropped fare in the box which was 5c.)

"Lady, you will have to pay for one of the babies."

"Vy all the time I ride for one nickel. Con. you don't know what a nickel means to me a whole lot."

"I'm sorry, lady, but rules are rules."

(Quite undecided she paid the other fare, and asked for four transfers.)

"Why four?"

(Very much excited) "Vy the other conductor might make me pay for the other babies."

C. B. BLACKMON.

Introducing New Men

The following men have been assigned to their divisions during the week ending April 12, 1924:

- DIVISION NO. 1
 - Motorman R. S. Murrell.
 - Conductors—R. W. Mayberry, F. Heefner, C. C. Mouser.
- DIVISION NO. 2
 - Motormen—F. H. Harkness, D. H. Young.
 - Conductors—J. O. Page, R. C. Campbell, J. W. Chadwick, D. F. Shaughnessy, W. L. Barker, H. C. Battson.
- DIVISION NO. 5
 - Motormen—E. A. Hilty, R. W. Sampson, Jr., F. A. Moreth, N. Kettle, O. M. Gurley, A. F. Reinbold.
 - Conductor J. T. O'Hara.
- BUS DIVISION
 - W. E. Littleton.

TRUCK EXHIBITS CAR EQUIPMENT

The Ohio Brass Company, manufacturers of numerous articles of street railway equipment, gave a demonstration of some of the articles it manufactures last Monday. The company has equipped a light truck with overhead trolley wire material and drives the exhibit from city to city and demonstrates it to street railway men. The traveling exhibit started from the east.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Yes, the Burke brothers are sporting a new automobile, and it is a rattling good one, too. The make? Well, we can't remember, but it seems that it was made by the maker of the Lincoln. Anyway it is a rattling good machine. It is equipped with all the desired extras, such as self-starter and self-stopper and everything. H. J. says the old one that was traded in on the new, was a pretty good old boat, but it had come to the point where it needed rejuvenating, and as he does not believe in goat glands transplanting, especially in automobiles, he decided that the logical thing to do was to trade it in and get an up-to-date one, which he did, and now on a bright sunny day, this new glittering machine is easily discernable several blocks away.

The many friends of Motorman J. F. LaBarre, will be interested to know that he is engaged in operating a copper mine in Arizona. He is the owner of the Rainy Day group of mines in Copper basin, and is preparing to re-establish his camp and resume development. He has secured a leave of absence and for the present will devote his personal efforts to his mining business.

Mr. LaBarre is one of the old-timers at Division One, and has been very fortunate in recent years in his investments, and all the boys wish him continued success in his latest undertaking.

Motorman J. F. Haeberle has taken thirty days off to try out a job with Uncle Sam as letter carrier.

The car was east bound and was standing at Spring Street. After waiting overtime for a signal to start, Motorman Owake started back to rear of car and noticed that Conductor Onap was in Dreamland, and he said, "Oh, well, I will be off tomorrow." Supervisor Ondeck said to him in a sub-rosa voice "Let's go, Tomorrow will be today, but today is not tomorrow." However, the conductor was a good one, and the car made the trip on time and O.K.

T. N. SHORT, Div. One.

Never try to dictate to woman, unless she is your stenographer.

Being able to swim brings one more care—that you don't drown.

Both the future and the past are near relations to the present.

Villains in plays have to be awfully bad in order to make good.

He that listeneth for what people may say of him will never have peace.

T. N. SHORT, Div. One.

DIVISION 2

By R. C. Hoyle

Cond. W. D. Smiley has been breaking in for night switchman, and is now working C. Engstrom's shift, to see how he likes it.

Switchman Ed Toosythe has been under quarantine for a few weeks, but is now feeling much better.

Mot. J. M. Graves is back working his run again, after a two weeks' sick spell.

Cond. W. H. Payne is working an A.M. tripper and taking the rest of the time off to build a bungalow court.

Cond. W. H. Reutter is back at work after a sick spell lasting 8 months.

Cond. C. F. Fitzgerald has taken a few days off to visit relatives in the Fresno district.

Mot. W. W. Dyer, formerly of Division One, is now working out of this division.

Mot. W. R. T. Hensley bought a Ford

Who's Who



When J. G. Owens was ringing the bell on the back end of Division Three cars in 1912, he probably thought that his chance of being foreman of the division was slight. Many a trainman feels the same way in his work today, but the fact that Mr. Owens has moved up to the place of foreman, is typical of what has happened in many promotions and will continue to happen.

Graves Owens started in street railway service here in 1903. His service record is in installments, interrupted by ventures in farming and real estate. In 1912 he left the cars to work on the dispatching board. In 1921, when the first chief district supervisors were appointed for outside work, Graves was assigned to this field. Six months later a change of arrangements brought him back to the schedule room. Last September he was appointed foreman of Division Three. In the short time that he has been a member of Supervisor Dye's gang, he has become thoroughly familiar with the division work and is well liked by all trainmen.

coupe the other day, and is now taking a few days off to learn to drive it.

Hensley ranks about the biggest man around Division Two, so if you see some poor little Ford laboring along under badly depressed springs, you know it's Hensley out practicing road space.

Yes, we have a bowling team at Division Two, but we have no score keepers. I tried to find out who won the match with Division Five, but after asking all five of the team and getting no results, I gave it up as a bum steer. Next time we will have somebody along who can at least keep tally on his fingers.

DIVISION 5

E. C. Tyler

Condr. C. S. Machin has resigned and expects to return to his old home in Iowa and engage in business with his brother.

Condr. T. H. Enscoe has resigned with the expectation of taking a trip East.

Conductor Frank Adams is now packing around the title of "Manager of The Blue Goose Cafe," having entered the restaurant business opposite Division Five. Frank can say "Kigy" without stuttering and extends an invitation to any of the boys to drop in and he will introduce them to a square meal.

Condr. L. C. Stammers was observed late one night, not long ago, scratching up gravel around several of the railroad crossings and at one or two

DIVISION 3

R. W. Reid

Wright is not always right, as you can see by the following story: The stop sign, which had been located at Cherry Street, was moved to Wright Street, with the result that Conductor F. F. Wright forgot and called "Cherry Street." A lady, who intended to get off at Wright Street, asked "Isn't this Wright?" and Wright had to admit that it was Wright, so you can see that this made Wright wrong and the lady right. So the lady got off and Wright gave two bells and left right away for Second Ave., which was right.

Motorman S. Rangel is taking a three months' trip to Phoenix, Arizona.

Conductor V. A. Biggers is back on the job after spending several months in Eastern Texas.

Stenographer A. E. Fontaine presents a peculiar appearance these days after several trips to the dentist. No, it is not the foot and mouth disease.

Conductor L. L. Sweet is breaking in as an extra office clerk. Sweet has had five years' experience on the back end and should make a good man for the job.

Motorman E. Wells is leaving on a thirty-day business trip to San Diego.

Conductor F. J. Bevis of line "E" has been promoted to extra supervisor and is at present handling line "E." Bevis likes the work fine, in fact, Charlie Polchow says that he has a hard job to keep Bevis from relieving him several hours ahead of time. That sort of thing is alright, F. J., but remember that all work and no play makes Jack a dull boy.

Motorman J. Siler is taking a thirty-day trip to Beaman, Iowa, to visit his folks.

Conductor Frank Moore, our dimunitive extra register clerk and wife, are leaving for San Francisco, where they will participate in the wedding of Mrs. Moore's sister. Frank will be best man while his wife will act as bridesmaid.

terminals, by some of the birds working late night runs. Not considering that as good conduct on the part of one of our best conductors, it caused quite a bit of comment and L. C. was asked for an explanation, and stated, "he had lost nine dollars and spent one perfectly good night looking for it." Not finding it, he is still out the "9" and a good night's sleep.

The "shake-ups" on line "E" and "F" the past week, seems to have made things interesting for awhile around Division Five. As several runs were added to each line, the boys could pick out a good one, and several were overheard commenting, that "the new schedules were the best ever seen at Division Five."

It is an old saying that "chickens come home to roost," but that seems to hold good with other birds, as several of the sea gulls who left the roost recently, are drifting back by ones and twos. Among the old-timers who we welcome home are Motormen E. A. Hiltry, R. W. Sampson, F. A. Moreth, N. Kettle and O. M. Gurley. Conductor J. T. O'Hara was transferred over from Division Two and Conductor E. R. Trefren is breaking in. So hang up your hats, fellows, and stay awhile.

The Smokers held at Division Five last Tuesday, were voted a great success by all. Interesting talks and the excellent cigars made all glad they had attended, and the only kick was put up by "Eddie," who had to shovel the smoke out of the trainmen's room.

A man, who was suing for a divorce, testified that "he was married for two years before he knew there was any room in the house besides the kitchen. That he only saw their silverware twice, once when they had company and once when his wife had to hock it. That the only thing he ever used that had his monogram on it was the dish pan, and although they were quite wealthy and

DIVISION 4

C. J. Knittle

The "F" line trainmen had a shake-up Wednesday evening. The change of schedules was well received. Six runs were added.

Many of the "C" line boys are anticipating a line shake-up, but authentic reports have it there is none in sight.

The resignation of C. L. Christensen as Division Two scribe was very surprising. C. L. was an old-timer on the staff, having taken up the work of reporting his division's news right from the start. "Two Bells" will celebrate its fourth birthday, May 24.

According to Hoyle, Division Two will be well represented.

There is humor in some accidents. Many of us will recall the time Motorman Ed Smith's "N" car split a switch at 9th and Figueroa and dumped the police patrol.

Last Wednesday a flivver was observing the school stop at Temple and Rosemont. A "C" car knocked it over on the sidewalk.

Apology is offered. We overlooked this one last week. A nine and a half-pound baby, masculine gender, arrived at Motorman I. J. Madsen's home, April 26. Mother and child doing nicely? Yes.

It seems A. J. Lange has backed out on the dog-stealing proposition. That left Foreman Boyd with a perfectly good collar and chain. But Mr. Boyd turned round and sold it to Motorman Speed for \$3.85—twenty-five cents down and a penny a day.

In his sparkling lectures on the efficient transportation of human freight, Mr. Smith referred to the conductors as salesmen. Did he mean travelling salesmen? If so, we fare box twisters hereby announce that we refused to be connected with any class of men who lead "immortal" lives.

Motorman M. R. Jones has been granted a sixty-day leave to recuperate from injuries received on Pico line last January. He will spend the fur-lough at his home in Xenia, Ohio.

Car 54, which recently came from Division Two shops, after being overhauled and equipped with the very latest controlling device, has been causing some trouble with "C" line motormen. The controller handle has a spring lock which makes it impossible to remove unless the lever is raised.

Motorman Doovas made a relief on Car 54 a few days ago. Turning back at Stockton, he had to have the mechanic from Temple Block come up and get the controller handle off for him.

Motorman Dixon also made a relief on Car 54 recently. At Kensington the controller handle clung madly to the pivot. As a last resort Dixon ran the car backwards to the Stockton terminal and called for a mechanic.

had two machines, a Rolls-Royce and vacuum cleaner, his wife always used the Rolls and he had to stay home and ride the carpet sweeper. That his wife made him get a manicure before she would let him play with the dog and that one day he told the dog to 'shut up' and she reported him to the 'Society for the Prevention of Cruelty to Animals. Anyway, he didn't get to see the dog very much as his wife wouldn't allow him in the parlor and wouldn't let the dog come in the kitchen."

The judge, after hearing this testimony, told the man to go home and sit in the parlor as much as he liked, but the man refused, stating that he "wanted to get out of matrimony by divorce, not by suicide."