

Ways to Avoid Argument Sought

INSTRUCTION ROOM BUILT TO BENEFIT MECHANICS

An instruction room for mechanics of the car house divisions is being built at the Division Two shops under the supervision of "Billy" Brown, general car house foreman. The room will be equipped with a pit and a short length of track on which a truck can be placed for instruction purposes. All types of car equipment will be installed in such a way that actual operating conditions can be demonstrated. When it is finished it will be available for instruction of supervisors and men of other branches of the service in addition to the car house mechanics.

Construction of the lecture room is the last step in a rearrangement of the division mechanical department quarters. The various rooms have a width of 12 feet on the south side of the car house and are 282 feet long. "Doc" Robey, foreman of Division Two mechanical department, has a glass enclosed office which gives him a view of a large part of the work. The new storeroom provides an efficient arrangement of supplies and still has room for additional shelves. Three locker rooms and lunch rooms are provided for the mechanics, the women car cleaners and the Japanese workmen. The mechanics have a library of current magazines and a game table in the lunch room.

The rearrangement of the Division Two mechanical quarters is similar to the general arrangement at Division Three, which was made when the storage facilities of the latter carhouse were increased.

Half of Belmont St. Hill Being Lowered

The south bound track on Belmont street from Rockwood to Second street has been removed and that half of the street is being lowered to conform with the new grade of First street. Temporary cross-overs have been installed at Second street and at Rockwood and will be used during the period of single track operation.

Trainmen on the line are instructed to be on the watch for flagmen who will regulate the operation.

Seat of Trouble Found in Hunt For Hot Journal

A FEW nights ago the dispatcher received a hurried call from Motr. J. Williams, who was at 48th and 6th Ave., stating he had a hot journal on his car. It was about a half an hour before a mechanic caught Williams' car and looking it over, found nothing that even resembled a hot journal.

He finally climbed on the front end to interview Williams and encountered a strong smell of smoke.

Investigating, he found the trouble. It was Williams' cushion on fire.

3 FLOORS FOUND IN OLD BUILDING

In tearing down the old Division Four car house to make room for additional storage track, three separate floors have been found and the tops of a row of windows is the last thing uncovered. The building was historic in local transportation business, having been built in the last years of the nineteenth century.

With the changes of administration the place had been rebuilt to meet changing conditions. Two cement floors and one brick floor have been removed but it has been a heavy job for the electrically operated drills.

Out of the walls 350,000 brick have been salvaged for future use.

A big job still remains in removing the big slabs of granite which were used as engine bases before cement was developed for this purpose.

Ladies of G. A. R. Put New Flag on Emergency Phone

The company is indebted to Mrs. Emma Wood Hale, junior vice-president Department California, Ladies of the G. A. R., for a new flag on the emergency telephone box at Temple Block.

Mrs. Hale noticed that the flag in use there was faded and somewhat soiled and asked the permission of Supervisor Craig to remove it and provide a new Stars and Stripes.

The company greatly appreciates the contribution made by the Ladies of the G. A. R. through Mrs. Hale.

NEW AUTO PARKING LAWS PROPOSED

Following several weeks of investigation and conferences, the special committee appointed by the city council to consider parking regulations, has submitted a report that proposes to eliminate parking from 7 A. M. to 6:15 P.M. on Sunset Boulevard, Second St., Eighth, Ninth, Pico and Sixteenth streets, and on the following north and south streets: San Pedro, Main, Hill, and Figueroa.

The committee recommended also, that no parking be allowed around Pershing Square, which is at present a source of traffic delay; that every effort be made to stop second line parking and that taxicabs be placed under strict regulations by the Board of Public Utilities.

R. B. Hill, superintendent of operation, represented the local street railway interests on the committee.

No Horseshoes Today; Blacksmith Shop is Moving

The blacksmith shop at South Park has moved into larger quarters, formerly occupied by the carpentry mill before the present brick building was completed. Two hammers are being overhauled but the work of moving is practically completed. Nevertheless, devotees of barn yard golf are asked not to pester the blacksmith shop for horseshoes during the next few days.

The space formerly occupied by the blacksmith shop is being cleaned out and a cement floor will be installed for extension of the machining shop. The tin shop has been moved from its old quarters to new space adjoining the storeroom. The vacated space will be used for machine shop drill presses.

With three new rooms being put to new use it is interesting to note that the cat family of the shops has been increased by three to keep pace with this development. Efficiency!

Melrose Ave. Track Being Reconstructed

Reconstruction of the track on Melrose avenue between Heliotrope drive and the terminal at Normandie has been started by the track department. New girder rail will be used and the center of the street will be paved.

DONS BRASS LETTERS

W. B. Chapman, formerly a motorman of the maintenance of way department is breaking in as temporary supervisor.

SOFT ANSWERS WANTED TO TURN AWAY WRATH

The best methods for meeting various combinations of circumstances that a conductor experiences are sought by the company. Many trainmen have a standard expression for such situations as the presentation of a void transfer, securing witnesses, or the refusal of a passenger to pay for a child who is over the age limit. In brief, the replies sought are those which will avoid arguments on the cars.

In considering the proposals for service improvement made during April the transportation department will deal chiefly with suggestions for ways and words to use in meeting situations on a car. The cash prizes will be given to the men submitting the best suggestions in handling the following situations:

1. When unable to make change for a bill of large denomination.
2. When passenger produces and tenders a good transfer after having paid a cash fare.
3. When a passenger refuses to pay for a child which is over the age limit.
4. When obliged to refuse a transfer presented at a wrong transfer point, or one on which time has expired.
5. When refusing to accept B. O. commutation tickets.
6. When obliged to refuse to issue a transfer.
7. When passenger complains of being carried past destination.
8. When passenger calls your attention to having displayed a wrong terminal sign, thereby being compelled to transfer at point of divergence.
9. When passenger complains of your having started car too soon.
10. When requesting passengers to move forward.
11. When passenger makes complaint relative to power service.
12. When passenger complains of some slight inattention.
13. When asked by a passenger for information regarding some accident in which your car or other cars may have been concerned.
14. When attempting to secure witnesses.

(Continued on Page 2, Col. 4)

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Representing the Company

IN THE early days of local transportation when every man with a horse and a horse car was a street railway, the regular passengers knew the driver by his first name and were friendly with him.

Local transportation business has developed so that in an organization such as the Los Angeles Railway, operating nearly 1000 cars daily and carrying more than a million passengers daily, a passenger may learn the first name of the conductor or motorman with whom he rides regularly, but it is impossible for the officers of the company to know every car rider.

Under the present situation the conductor or motorman represents the company in the eyes of the passenger. If the passenger finds that the first conductor he meets is grouchy he concludes that this conductor is typical of all on the system and he immediately develops a hostile spirit toward trainmen and toward the company.

A business concern that sent grouchy salesmen into the field in an attempt to bring in orders would not last much longer than the proverbial snow ball. Men who represent a company must be more than mere agents, they must show forth the spirit of the company.

The Los Angeles Railway is extending car lines, establishing bus lines, increasing service as fast as new cars arrive and in general is following a program of expansion to meet the needs of the public on a large scale. The company is spending millions for service. The trainmen who represent the company should represent that spirit of service. Real representatives of the company will be on the watch for little opportunities to render service and to make friends for the company by showing the company spirit of service.

A Ten-Day Memory Test

IN making their rounds in connection with power saving instruction, the special instructors encountered several men who seemed very much interested in the economy and thoroughly willing to cooperate when the plan was first presented, but who slipped back into the old practices with their resultant waste.

On being reminded the usual expression is: "Oh! yes, I forgot about that."

It is thoroughly recognized that a trainman has a lot of things to keep in mind but if he could not keep road space or the fundamentals of the transfer rules in mind for ten days he would not get very far as a trainman.

The men who have moved up in this or any other organization are those who have been able to take new instructions and new suggestions and weld them to the information and ability they already possess and make of the whole a satisfactory job to themselves and their employers.

Bridge Bonds Needed

WITH a fifty million dollar street improvement program now under way, the necessity of the passage of the \$1,000,000 Bridge Bond Issue to replace the old worn-out bridges becomes a necessity.

This bond issue does not provide for any new construction of bridges, but will provide the reconstruction of bridges that are worn out and too narrow for present traffic requirements.

Already one bridge has collapsed with a loss of life and two more have been closed to traffic and several others are in a dangerous condition. The bridges in this reconstruction program are all old wooden structures, some over 30 years old.

The bond issue provides for the reconstruction of 23 bridges on the principal streets of the city and every citizen is urged to vote Yes on Bridge Bonds, Proposition No. 7 on the ballot, Tuesday, May 6.

Radio Installed At Two More Divisions

Installation of the radio sets at Division Four and One has been completed and the equipment at Division Three is scheduled to be in use within a few days. The work will be completed when the Division Two men on the "rock pile" are able to tune in on the bed time stories.

New Schedule on "N" Gives Through Cars

Under a new schedule on line "N" effective Sunday, April 27, all cars in the afternoon rush hour will run through to Eighth and Harvard Sts., eliminating the turnback at Ninth and Vermont. Two early runs are added and the two morning and two afternoon trippers are cancelled.

BULLETINS

Issued April 28, 1924

BULLETIN NO. 76 Notice to Trainmen

Arrangements have been made for use of toilet privilege in the rear of 1645 W. Temple Street.

This arrangement is temporary, and will continue only so long as trainmen conduct themselves properly. The first case of throwing improper matter in the bowl, making undue noise, or otherwise indulging in misconduct will result in the privilege being cancelled.

BULLETIN NO. 77 Notice to Conductors

The following passes are reported lost: 2554 issued to Nelson Parshall, Painter, Mechanical Dept.

3318 issued to Mrs. Nellie Fisher, wife of C. D. Fisher, Conductor Div. No. 5

3484 issued to Mrs. Mary Rooney, wife of Pat Rooney, Foreman Way & Structures.

5272 issued to F. S. Leon, Conductor Division No. 3.

5882 issued to J. J. La Guardia, Conductor Division No. 3.

2533 issued to Amelia Wood, car cleaner, Division No. 3.

953 issued to H. C. Lawler, Claim Adjuster.

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

BULLETIN NO. 78 Notice to Trainmen

Complaint is being made that cars on line "E" leaving the Eagle Rock terminal are refusing to pick up the mail at the Eagle Rock Sub Post Office.

It must be distinctly understood that any car to which mail is offered at or after the time provided for by the mail schedule must accept and handle such mail, unless the car is pulling into the car house at Division No. 3, in which case the destination sign on the car will explain to the Post Office employees why the mail cannot be accepted.

Any refusal on the part of crews to handle as indicated above will meet with severe discipline.

BULLETIN NO. 79 Notice to Trainmen

Arrangements for toilet privileges for crews of cars turning back at Avenue 45 on line "E" have been made in the Grocery Store of T. A. Bell, 4504 Glassell Avenue. This to continue so long as the privilege is not misused.

BULLETIN NO. 80 Notice to Motormen

When laying over at Slauson and Santa Fe, care must be taken in all cases to keep the driveways to the Western Pipe & Steel Company and to the Kersey Pattern & Mfg. Works clear.

P. B. Hill
Supt. of Operation.

BUS BULLETINS

BULLETIN NO. 90 April 21, 1924 TO ALL BUS OPERATORS:

It has come to our attention that there are still few drivers who are exceeding the speed limit allowed by City Ordinance and the rules of this company and because of this, there has been some very adverse comments by people living along the route.

There is no occasion for this very undesirable violation of rules and beginning at once, there will be no excuse taken for it.

Be governed accordingly.

BULLETIN NO. 91 April 21, 1924 TO ALL BUS OPERATORS:

Bus operator's attention is hereby again recalled, that transfers are to be accepted only at the proper transfer points. This does not mean along the street several blocks from where the track intersects the bus route.

Your special attention is directed that Vermont Avenue and Beverly Boulevard is the proper transfer point between the Beverly bus line and the cross-town line of the L. A. Railway Co., also bus line of the Sunset Boulevard and Vermont Avenue and Griffith Park Avenue lines, which pass the intersection of Beverly Boulevard Avenue.

The corner of Heliotrope Avenue and Beverly Boulevard is the proper transfer point between the "H" line of the L. A. Railway and the Beverly Boulevard bus line.

F. VAN VRANKEN,
Manager.

'DJA LOSE YOUR KEYS?

A bunch of keys apparently belonging to a trainman and including a switch key has been found at Seventh and Mateo streets and is held in the office of the director of traffic in room 722 of the main offices. The owner may have them by claiming them.

ALL SECTIONS AT MORRISON FUNERAL

Representatives of all departments of the Los Angeles Railway paid loving tribute last Monday to the memory of the late C. A. Morrison, who was superintendent of Division 5. Seventy brother Masons participated in the impressive rites. The service was read by J. H. Sheridan, worshipful master and W. B. Adams, chaplain. The others taking part in the ceremonies of the lodge were R. B. Hill, R. R. Smith, R. A. Pearson, Dan Healy, Edward Sleeper, E. R. Dye, C. V. Means, John Wilmot, L. L. Wimberly and B. Colson.

The pall bearers were Masonic trainmen of Division Five who had been close personal friends of the late superintendent for many years. They were Charles A. Malcom, Henry M. Guthrie, N. A. Matlock, Wm. T. Vickers, Wm. M. Marion and Charles P. Fisher.

The chapel was banked with flowers which betokened the esteem of loving friends. A large floral piece was sent by Division Five trainmen and another by the Division Five offices. The offices of the other divisions joined in sending floral tributes.

Appreciation

To All Employes of the Los Angeles Railway.

Dear Friends:

I had hoped to express in some measure my deep appreciation of the many kindnesses and the consideration shown to me in word and deed and in the beautiful floral pieces sent to the funeral of my dear husband Mr. C. A. Morrison. It is hard to express in words the feeling of a grateful heart and I can only assure you that your consolation lightened the load of sorrow.

Easter, the season of joy, dawned as a dark day of sorrow to me but through the shadows there came the wonderful thought of what Easter really means. I realized that he went to sleep to wake in a home "where shadows never fall nor tears of sorrow flow" and that while we may be apart for a short time, we shall meet again in a place prepared by the Son of Man who on the first Easter conquered the grave for mankind.

Yours sincerely,
Mrs. Frances A. Morrison
5447 Fourth Avenue

BEST REPLIES TO PATRONS SOUGHT

(Continued from Page 1, Col. 4)

15. When trying to quiet an unruly passenger or one who is engaged in an altercation with another passenger.

16. When a passenger asks for your car number.

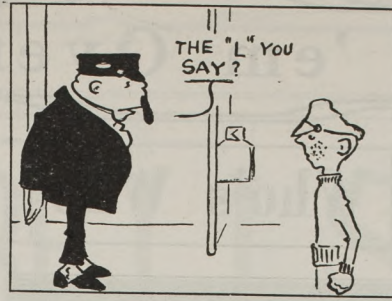
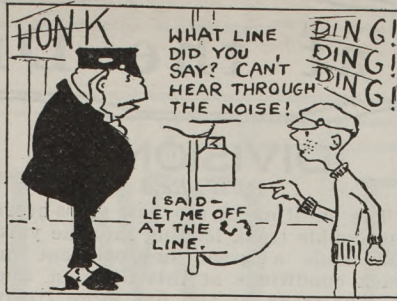
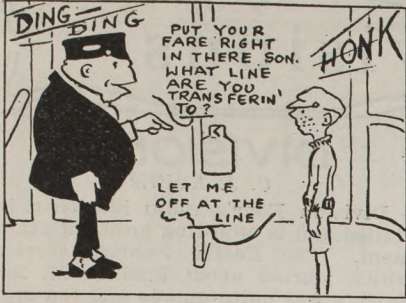
17. What do you consider the most effective way of warning a passenger to wait until the car stops?

It is expected in sending in your suggestions along these lines that you will offer the phrases which you have found to be the most effective and the most apt to produce the desired result. Suggestions should be made for the full set of 17 situations.

It is not contemplated that a set type of answers will be established because the conductor is on the car to use his judgment in meeting the situations that confront him but the suggestions developed will be of considerable help even to the most experienced man.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

Courtesy Rules On Cars Tourist Says So --- G. B. A. Agrees

On The Back End (Contributed)

For Condr. M. S. Thomas, Div. 1
Los Angeles Railway.
Gentlemen:
Permit me to congratulate you upon your employe, M. S. Thomas, No. 14, on the "N" line.
I have watched him for a long time and in my opinion he is an especially good employe for your company. He is most courteous.

Los Angeles Railway,
Los Angeles, Calif.

Gentlemen:

As a visitor to your lovely city I want to say that never anywhere in my travels have I encountered such kindness and courtesy as I have met with on all the street cars of YOUR line. It has been necessary for me to ride all over the city, and not being familiar with it I have had to depend upon your conductors and motormen for guidance. In every instance they have not only proven themselves gentlemen but have given me the most helpful directions and seen to it that I reached the proper destination, without being carried beyond the place where I wished to get off.

NEWS ITEM: J. B. Hayner, superintendent of employment ate ateen eggs for breakfast Easter Sunday morning then came down to the office Monday morning to talk to candidates for jobs. This is not a joke of relativity. It isn't a joke at all. It's a new item.

George Miller of the instruction department has a pair of boots that he admires. They are waterproof and never leak. Last Wednesday morning he was working out near Moneta and Manchester and some water got into his boots over the tops but they showed their class and not a drop leaked out.

About midday, Conductor J. H. Stanley of Division One noticed an apparently unattached little girl staring at him. He began to ask her a few questions when a freckled boy volunteered the information, "She's lost, mister." Stanley left the car to call a police officer and to turn the youngster over to him. The policeman came an began to question the girl who was by this time off the car. A decided stir among the passengers preceded a determined Irish voice from a well upholstered mother who demanded: "Phwats the matter, Jessie? Get back on the car."

Yours very truly,
C. K. BRUST,
437 Merchants Nat'l Bank Bldg.

How they can be so nice in the midst of all the rush of traffic, with people questioning them on all sides, and not lose their tempers has been a constant mystery to me.

You will do me a personal favor if you will let them know that one tourist in this city certainly appreciates their courtesy and patience.

You are to be congratulated on having such a fine bunch of men. This goes for everyone in the service—even the conductors who take the transfers before you step into the car.

Very truly yours,

(MRS.) M. OSIER,
Hotel Trinity.

My dear Mrs. Osier:

Many letters commending motormen and conductors of the Los Angeles Railway for courtesy and the general service they render are received in this office. In addition to this we frequently receive calls from managers of street railways in great American cities, who express surprise at the general efficiency and great courtesy and consideration of the public seen on our cars, but it gives me great pleasure to inform you that no letter that has come under my observation for a long time past has filled me with such feelings of gratitude and appreciation as yours.

Many an auto on Broadway contains one more nut than the makers specified.

The most curious thing seen at Division Three lately was a "B" car with the letter sign on backwards but at Division Four they call out the guard when an "I" line car makes the same brodie.

Don't be afraid to come to the main offices if you have any business. The rumor that the Examiner building is quarantined owing to Spark Plug having the walk and talk disease is untrue.

For Condr. L. D. Cannon, Div. 1
Los Angeles Railway.
Gentlemen:
Just a word in favor of one of your conductors on the "N" car—2580 he said was his number.

During the past two or three years I have had occasion to visit many of the largest cities of the country, and to observe the character of service rendered by trainmen, and consequently when I say to you that the contrast between most of the cities and our own in this respect as noted by me is as you have outlined in your letter, you will understand that my conclusions are based on ascertained facts and are not prompted solely by a desire to praise what we have in Los Angeles.

From my personal observation I feel convinced that nowhere in the United States is courtesy on the part of men engaged in public service so abundant as it is on our street cars.

On behalf of the management and the men, please accept my sincere thanks for this voluntary contribution, which, I know, will be added inspiration not only to the conductors and motormen and others engaged in rendering service, but to the management of this company.

Very truly yours,

E. J. Anderson

Manager of Transportation.

Work Starts On Twenty New Cars

Conductors Help In Power Saving

Work has started on the frame of the first 20 cars to be built before the end of the year at the South Park shops. Twenty-three cars have been completed since January 1 but a number of these were started in the latter part of 1923.

The special instructors assigned to power saving instruction have covered practically all runs of the five division and are now making second calls on some of the trainmen.

The instruction department calls the attention of conductors to the fact that they can render considerable help in power saving by guarding against the small items of waste. Several reports have been turned in showing that lights were burning in cars as late as 7:30 o'clock in the morning.

The giving of short bells prevents a motorman coasting as much as he

Mot. W. W. Jones bought a new Chevrolet. He had to work on Easter Sunday, so his sweetie wanted to borrow the machine so she could take out some other boy friend. Hot Stuff!

might otherwise, although it is recognized that in a large number of cases the giving of short bells can be laid to the passengers instead of the conductor.

Keeping the aisles clear, thus facilitating prompt boarding and alighting and saving unnecessary time, particularly at nights when the lights are burning, is another of the small factors of power saving which in the total make a considerable figure.

I rode past the Ambassador, as I failed to hear the call, sitting inside. He, knowing that I wished to get off there, brought me back on the return run, rather than to let me walk back blocks in the dark. It was night and I was alone. I certainly appreciated his all-round, genial manner and wish we had more such.

MRS. S. L. MOULTON,
263 So. Rita Ave.,
Huntington Park.

For Condr. E. J. Monroe, Div. 2
An elderly lady told the conductor that she desired to go to 16th and Westmoreland and proceeded to tell him how she intended to go—this in rather a long drawn out way—and in a way to discourage correction.

After she was seated, he went over to her, courteously giving the information that, by transferring to the Pico line, getting off at Westmoreland it would bring her very near the desired address, and would be much easier than going the way she had originally intended.

This required tact and much patience and she considered worthy of commendation.

MRS. IDA R. SIMONEAU,
1102 Haas Bldg.

For Condr. H. G. Evans, Div. 2
Los Angeles Railway.
Gentlemen:
I wish to commend the courtesy and interest shown by your conductor 658.

Appreciatively yours,
A. T. ISHKANIAN,
Soldiers' Home,
Sawtelle, Calif.

For Condr. A. P. Keran, Div. 3
For Condr. A. Angei, Div. 3

Los Angeles Railway.
Gentlemen:
While using your service on two instances I noticed praiseworthy acts on the part of two conductors and believe the information is acceptable to you in the interest of the L. A. R. Y.

About 7:25 P. M., while on the "W" car, Conductor 2712 took special pains in giving definite instruction to lady passenger desiring to know how to get to a car that would take her to Manchester Ave. A short time later the car was stalled, owing to a blockade on 10th St. Same passenger again asked for information along same line. Conductor politely gave desired information. Conductor 2712 is not provoked easily. The above incident occurred Tuesday, January 8th.

On Wednesday, 8:50 A. M., January 9th, while on car 317, line "W" going to Rimpau, Conductor 766 kindly went to the trouble of going to the front in search of passenger who wanted to transfer to an "N" car at 9th and Spring. The difference noticeable is that 90% would be satisfied to call the desired street, and let the passengers pay attention to where they wanted to transfer, but not so with 766.

Sincerely yours, a well wisher,
J. B. SCHOENWEG,
636 Gladys Ave.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Motorman C. N. McMullen has been complaining lately of a sore mouth, and also, he says he is having trouble with his feet. We wonder if coming in contact with the cops (bulls) at Seventh and Main Streets, where he works traffic a few hours every day, has anything to do with his trouble? Better watch out, Mac.

Motorman W. E. Flower, of the "N" line, is a happy man these days, and there is a reason, namely: He has recently purchased a new home out the York Boulevard way. He moved into it a few days ago, and he has a little dog to replace the one that his former land lady chased off the premises; so W. E. is happier than he has been at any time since he left Boston.

Conductor G. C. Westfall, who has been with the Los Angeles Railway since 1922, has resigned to go into the transfer business for himself. We wish him much success in his new field of endeavor. There's a lot of punch in the transfer business.

E. H. Langston, who was formerly a safety operator out of Division Four, and at the time of his resignation, about six months ago, was on the Supervisor force, has returned to the fold, and is breaking in on the front end at Division One.

Motorman R. E. Burrow, who has been on the sick list for the past three weeks, is back on the job.

Motorman N. Robinson, of the "R" line is confined to his home on account of illness.

"R" car, west bound at Seventh and Broadway. Crowds were surging on my car, and I was grabbing transfers right and left. One passenger whose head only was visible, a head decorated with beautiful curly locks, insisted on holding on to the body of a transfer, while I tore off the coupon. Finally I said a little impatiently, "Please, lady, let me have your transfer." She gave it to me without a word and about ten squares up the line, a man came back and leisurely adjusted his fountain pen and searched his pockets till he found a pad, and began to study the figures on my cap. I began to wonder what crime I had committed, when I suddenly recognized the beautiful curly locks, and to my surprise they belonged to a man instead of a woman.

The man didn't say a word, and neither did I. And I haven't been called in on the carpet to explain, so I presume he decided to accept my mistake as a compliment, and so let the matter drop.

DIVISION 2

By R. C. Hoyle

Condr. Bill Pilcher missed out the other morning. That's about the first time for him since Adam was a yearling.

On April 17 there were no sick or O. K. reports. The oldest Division Two inhabitant fails to remember the time in previous history when that happened before. No objection will be raised by the Division Two office squad if it occurs frequently, however.

Condr. C. F. Fitzgerald's mother died at Dinahue, Cal., April 18. She is survived by eight children.

Condr. H. K. Kiniston has been granted a 30-day leave of absence to go back to Sheffield, Vt., to settle an estate.

I want to put in a word of warning to Dispatcher Gordon, that, when he hears me and my old oil can coming down South Park Boulevard, he wants

Who's Who



ROY LONG was several years younger than he is today when he started in the electric railway industry by opening the gate and watching the flood of commuters that the cat brought in and the cars took out. It was in the days of 1908 when he held down this heavy work for the Pacific Electric but he soon graduated into the conductor class.

He worked for the Los Angeles Railway in the greater part of 1910, then went to the mining country of Webb City, Mo., and worked as a miner and mine mechanic until 1918, when he returned to California and worked for the Pacific Electric. But again he transferred to the yellow cars in 1920, and was assigned to Division Two as the street cars of that corner seemed to need a good man about that time.

"Uncle Pete, how old are you?"
"I'm close to a hundred, son," said Chigersville's oldest inhabitant.
"Been using tobacco all your life, haven't you?"
"No, Son. Up to the time I was ten years old I'd never had a chew in my mouth."—Birmingham Age-Herald.

Introducing New Men

The following men have been assigned to their divisions during the week ending April 19, 1924:

DIVISION TWO

Motorman W. W. Dyer.

DIVISION THREE

Motormen—J. C. Oliver, W. A. Stebbins, W. M. Carter, J. E. Stewart.
Conductor J. M. Youngson.

DIVISION FOUR

Conductor E. W. McKeeman.

DIVISION FIVE

Motormen—K. E. Atkinson, S. G. Smith, A. W. Hatcher.
Conductors—H. H. Lewis, E. C. Spruill, E. R. Trefren, J. L. Crofts.

BUS DIVISION

Operators—B. F. Rogers, T. R. Swisher.

to pull over to one side and give us lots of room, because we're going some place. This, after various attempts to run around him.

Condr. C. W. Manning's mother will arrive in Los Angeles in the near future and hopes to make her home here.

Jim Madigan, of Division Two office force, acquired a Ford touring of vintage 21, the other day. Look out, Jim, you may be Irish but you can't blarney a Ford.

Motorman C. H. Kellogg's father died recently.

DIVISION 3

R. W. Reid

The addition of the new cross-overs and double track leading into the yard has made a great improvement on track conditions at this division, and as cars move in and out more freely it has been a big help to everyone. The piles of dirt which have cluttered up the landscape for sometime have been put back where they belong, and now we are hoping that they will give it a good coat of oil and sand so that it will stay put.

A feller said, the other day, that the radio they are now installing at this division is for the purpose of giving Harry (Mutual) Travers (You know Harry is a loud speaker) a little competition. This may be so, but we feel that Harry will be able to hold up his own.

The many friends of Conductor T. C. Risk will learn with deep regret of the passing away of his mother, Mrs. Mary M. Risk, at Nickolasville, Ky., on Friday 11th at the age of eighty years.

Conductor Risk has our sympathy in his bereavement.

Trading of seniority has been pretty brisk here this week. It was started when Motorman H. R. Armstrong traded with C. D. McLaughlin, of Division Five. As Armstrong lives near Division Five and McLaughlin near Division Three, it looks like a good stroke of business.

Another trade was made when Motorman R. E. Thompson swapped with R. A. Swanson, of Division One.

Office Clerk S. H. Deane, the slim boy who handles the time sheets at night, is at present confined to his home with a severe attack of tonsillitis. We hope to see him back on the job soon.

And now wedding bells are ringing for Conductor W. D. Richardson, who was married on April 24, to Miss Maud Verley, of Covina, Cal. They were married at Long Beach and intend to visit nearby towns on their honeymoon. We wish them many years of wedded bliss, and that all their troubles will be little ones. (Old stuff!)

Conductor C. W. Jackson has secured a month's leave of absence with the intention of trying out a job with the Post Office Department. We wish him luck.

DIVISION 5

E. C. Tyler

Motorman H. E. Rouw, who was granted a ninety-day leave of absence last month, was strolling around the division one day last week and saw a nice day-light on the "F" line up for bid, he voted for it then and there and was fortunate enough to win out, and is now back to work, claiming there isn't much money in a vacation anyway.

Conductor L. W. Simmons, who has been enjoying a short vacation in the southern part of the state returned to work last week.

Conductor F. J. Morrill, who has been on the sick list since February 4th, has resumed duty the past week.

Condr. W. S. Kennedy, who is off on account of his health, dropped in the other day and reports that he is feeling much better and hopes to be back to work in the near future.

People used to travel six miles per hour to visit the cemetery on Sunday afternoon. Now they are succeeded by those who travel sixty miles an hour to fill them.

Boys, here is something worth guarding against. Recently while working

DIVISION 4

C. J. Knittle

Division Four's radio has been installed and is affording keen entertainment. The Easter Sunrise service, which started about 5:00 A. M. last Sunday was quite unique and ten minutes of pipe-organry put many extra men into the soothing arms of Morpheus.

F. W. Jeremiah has been granted a thirty-day leave to try the position of mail clerk.

When Mah Jong made its spectacular debut into the high brow element, this scribe dreamed of pinocle decks flying out of the windows of Division Four. But no, dear subscribers, the old game still holds its own. Trainmen, switchmen, mechanics and even police officers off duty, are shuffling a mean deck daily over here. The popularity of pinocle has even reached the dispatcher's office and now we find Dispatcher "Jerry" flinging the wicked spots over the table when off duty. Switchman Jack Barden used to be our cleverest player. But when Jerry started coming 'round, Jack's reputation went down like an aeroplane with a busted wing. One thing did come to light, however. Jack is a game loser. Says, "We've got to treat the visitors nice so they'll come again." WOW!

Motorman Elmer Mason, who transferred to Division Three some time ago, and later resigned, has re-entered the service and returned to this division.

There is a motorman over here who asked that his name be kept out of "Two Bells" because it had been in so often the customers would think he was a publicity hound. The next day he was caught eating a dog biscuit.

C. Hiltabidle has received a sixty-day leave to care for his wife who is ill and to attend to some outside business.

V. Morgan has been granted ninety days leave on account of his wife's illness.

YEP, A SON!

A son, weighing in at 8½ pounds and contender for the husky-lunged championship of his neighborhood, graces the home of J. G. Leete of the schedule department and former conductor of Division Five. Thanks for the cigars. Mother and son are etc.

a crowded car through traffic, busy loading and unloading and only getting a chance now and then to turn the handle on the fare-box and no chance to get the money out of the box, so that there was quite an accumulation in the bottom compartment. And then after flagging a railroad to be informed by a passenger that a negro had "cleaned" out the box of over a dollar and a half and left the car.

J. T. O'HARA DIV. FIVE.

Talk about personal service. The other day a bunch of the boys standing at Jefferson and Main Streets talking to Supervisor "Joe." A young lady stepped up and wished to know how she could reach the 1100 block on W. 25th street. Joe was the first to speak (also last). "You take a "J" car at Jefferson and Grand, then transfer to the "V" car at Vermont Avenue." The young lady just couldn't seem to understand and after a couple of attempts "Joe" gave it up and said, "Well, let's go" at the same time taking the young lady by the arm. They started west on Jefferson and when last seen were crossing Grand Avenue on the way to 25th and Vermont. Where does she live, Joe?

L.T.S., Div Five.