

TWO BELLS

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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

HOLIDAY PARTY ATTRACTS THROUNG

SEVEN HUNDRED children and more than one thousand adults attended the annual Christmas holiday season party held December 29, at Forrester's hall.

In the afternoon a number of clever children sang and danced for the entertainment of the junior members of the Los Angeles Railway family and an old-fashioned Punch and Judy show made a big hit as something entirely new to the kiddies.

A program of vaudeville preceded the dancing in the evening.

Refreshments in large quantities were served by a busy crew under the supervision of the even busier Charlie Means, who did a mighty fine job in seeing that everyone had a good time.

165 Carloads Reach Vernon in December

During December, 165 carloads of material were received at the Vernon yards. The largest item was rock ballast which occupied 128 cars, and the rest were devoted to ties, poles, motors, trucks, electrical equipment, etc.

"I Left It On The Car" Sings Choir Of 20,692 Voices

DURING the past year 20,692 persons looked foolish, then remarked "Oh my, I guess I left it on the street car."

This is from the statistical bureau of the lost and found department, where Fred Clothier handles everything from love letters to baby carriages.

The 20,692 packages is an increase of 2503 over 1922.

Cash turned in amounted to \$9792.42 and the value of all articles probably reached the million mark.

February was the lightest month with 1590 articles and April was the highest with 1999, beating December by 130.

The number of telephone calls is conservatively estimated at 17,989,546,721,843.

Belated Letters Say "Thanks for Bonus"

Better late than later, letters in which the writers express their appreciation for the bonus checks distributed December 14, have been received from the following trainmen:

George B. Lindesmith, C. O. Ashton, C. H. Walkinshaw, M. A. Watson, J. C. Berrell, N. W. Wagner, G. J. Thronson, H. F. Heaney, L. B. Fowler, E. W. Watson.

BIG PROGRAM FOR 1924 TO MEET GROWTH OF L. A.

A PROGRAM to provide 1248 passenger cars by the end of the year has been started, indicating that 1924 will be as busy a year as the one just finished. One hundred cars are to be purchased in the east at a cost of approximately \$15,000 each. Twenty more are to be built in the shops at 54th street and South Park avenue. Ten flat cars will be built for construction work.

More than 50 miles of track reconstruction is scheduled, and six car lines are to be extended. Some of these were on the program for 1923, but were not completed before the close of the year due to lack of material and other causes. The extensions to be made are:

Eighth street from Harvard to Western.

Forty-eighth street from Sixth avenue to Mesa drive.

Central avenue from Goodyear plant to Seventy-seventh street.

Melrose from Normandie to Western, and possibly west of that point.

Rampart from Temple to Second street.

South Main from Slauson to Manchester.

Transportation is proposed for Whittier boulevard beyond the present street car line at the cemeteries.

At least one new substation will be

built during 1924, and orders have been placed for more than \$200,000 worth of substation electrical equipment.

The housing of the steadily increasing number of cars is one of the big problems confronting the engineering department at present. More than three miles of new track was built at the car houses during 1923, and still more space will be required in the coming year.

Company officials believe that there is more extension work being done by the Los Angeles Railway than by any other street railway in a city of this size. The rapid expansion indicates the growth of Los Angeles and is also a good indication of the efficiency of the Los Angeles Railway organization in meeting the increased demands.

Big Inventory Made On Last Day of Year

The purchasing department completed an inventory of the stores at Vernon Yards, 16th street, South Park, the office stationery room, and the five divisions, in the working hours of December 31. More than 20,000 items ranging from rubber bands to car motors were listed.

Junior Members of The Los Angeles Railway Family



KEYSTONE PHOTO-L.A. #726

LOS ANGELES RAILWAY CHILDREN'S PARTY

Editorial Comment

Two Bells is The Official Paper of The Los Angeles Railway

Bulletins Are Lasting

WHEN a bulletin is issued, it becomes a part of the established rules of the company until cancelled. It is to be observed regularly and not only in the week it is issued.

Less than seven months ago a bulletin was issued warning motormen southbound at Hill and Fourth against trying to cross the street on the "go" signal until the car ahead had cleared the crossing a sufficient distance to allow room for the next car. This regulation is necessitated by the operation of Pacific Electric cars in and out of the depot at that point.

The fact that 12 violations of this rule were reported to the company in the final week of the year indicates considerable carelessness that must be checked in the interests of safety and clear traffic movement.

The recent warning from the police department that traffic law violators of all classes and descriptions who receive tags will have to present them with the usual formalities and penalties in police court is significant. The police traffic officers are fair and deserve the utmost cooperation of motormen in preventing blockades.

For The Best Type of Men

PERHAPS there is a human percentage in every large group of men and women who will not play the game fairly. It is a criminal minority of the population that makes a police department necessary and causes the community as a whole to be taxed to pay police officers.

The Los Angeles Railway is determined to keep as high a standard as possible among employes on the cars and in all departments and to this end will always weed out the undesirables and, if necessary, lend its full support to the forces of the law.

Two cases have been reported recently in which employes attempted to take away company funds. The cases came to the attention of the law enforcement bodies and the company assisted in the action which followed.

The company will go the limit to protect an employe who is unjustly accused or persecuted by any officer of the law but in justice to itself and to the hundreds of honest and conscientious employes, it will exert just as strenuous effort to curb law breaking.

Value of Safety Meetings

THE fact that the heaviest travel on record was handled in December with comparatively few complaints, has a parallel in the merit system records which show that fewer demerits were assessed in December than in several of the lighter travel months of the year.

Unquestionably a large share of the improvement in service is due to the safety meetings which were held at the five divisions. The talks showed not only how to avoid accidents but they aroused a general interest in promotion of safety from the standpoint of good citizenship.

When men realize that in their work they have a duty to their fellow men, they will do work better than that which is measured by the yard stick of dollars and cents.

Condr. Peterson Says Hello To Old Gang

Greetings and good wishes to the Division Three bunch have been received from E. B. Peterson, who is on extended leave of absence from his duties as conductor. Peterson went to Sweden in the service of the Swedish government as personal guide for a party of Americans visiting an exposition in that country. He has now returned to New York.

Miss Schupp Thanks Girls For Xmas Gift

Miss Sophia Schupp, of the purchasing department, who has been ill at her home for several weeks, was remembered by the girls of the main offices who presented her with a beautiful sweater for Christmas.

Miss Schupp wishes to thank all of her friends for their kindness and hopes to be back soon.

BULLETINS

Issued January 7, 1924

BULLETIN NO. 1

Notice to Conductors and Safety Operators

In all cases where it is necessary for conductors or operators to turn in cash receipts to division clerks in the absence of cash receivers, such cash must be placed in a large envelope which will be furnished by the division clerk and the envelope sealed.

The conductor must address this envelope to the cash receiver and sign his name on the envelope together with his cap number and division, this relieving the division clerks from the necessity of counting the cash or being responsible for the amount of same.

BULLETIN NO. 2

Notice to Conductors

On and after Jan. 10th the walk-over privilege between line "H" and line "C" at Dillon Street, will be changed to Rampart Street. This on account of stops being made at Rampart Street in both directions on both lines.

Please advise all passengers accordingly.

BULLETIN NO. 3

Notice to Trainmen

Trainmen must immediately discontinue the use of toilet at 3311 South Main Street.

Toilet privileges are provided in the garage at 119 West Jefferson Street and trainmen will confine themselves to the use of that location.

BULLETIN NO. 4

Notice to Conductors

The following passes are reported lost: 6079—issued to R. Sanders, Conductor, Division No. 1.

6567—issued to S. Hoydic, Motorman, Division No. 1.

681 issued to C. F. Alpaugh, Flagman.

2707 issued to Mrs. Jessie B. Chase, wife of Conductor T. C. Chase of Division No. 2.

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

P. B. Hill
Supt. of Operation.

Here is Directory Of Offices On Seventh Floor

The following directory of transportation department offices on the seventh floor is correct to date, and should be followed by all employes.

Room 701, Dispatchers and Schedule department.

Room 706, Mr. Anderson.

Room 710, Mr. Hill, Mr. Smith, and Mr. Van Valkenburg.

Room 721, Mr. Collins, (Safety Bureau).

Room 722, Mr. Adams (Traffic Director).

BEAUCOUP TRANSFERS

An order was placed last week for 48,890 transfers. It would be a busy job for one man to punch the whole consignment, but the supply will be exhausted within three months at the present rate of distribution.

For Condr. N. A. Matlock, Div. 5
Los Angeles Railway.
Gentlemen:

I have occasion every day to ride on the Moneta car line, and I have great pleasure in writing you in reference to Conductor 1550, car 885. I frequently ride this car, and have always found this conductor most civil and accommodating, he taking pains to find me a seat, as my physical condition is not the best, and I feel that it is my duty to write you in appreciation of the service I have received from him.

If you had more conductors like 1550 in your employ, I am sure it would be a credit to your company, and a pleasure for anyone to ride in your cars.

Very truly yours,

MRS. H. E. ARNOLD,
356½ West Vernon Ave.

SUPERVISORS TO ATTEND SCHOOL

A course of instruction lasting five weeks will be started for supervisors next Wednesday, according to R. R. Smith, assistant superintendent of operation. The men will be divided into three groups according to their working hours and will attend meetings to be held on the afternoon of Wednesday, Thursday and Friday. The meetings will begin at 2 P. M. in the lecture room of the instruction department offices at Sentous and Girard.

It is proposed to conduct two courses on general work in the scope of supervisors twice a year.

The subject for the first week will be "Discipline and Department." This topic will deal with relations between supervisors and trainmen, and the conduct to be followed by supervisors in various phases of their work.

Interpretation of Rules

The second meeting will be devoted to "Rules and Forms of Transportation." This will deal with interpretations of the written rules and a general review of fare regulations. The instruction department will have charge of this meeting.

The third meeting will be devoted to "Handling Accidents and Legal Points in Conjunction with Them." The claim department will be asked to take charge of the discussion.

Schedules and Service

"Schedules and Maintenance of Service" will be the subject for the fourth week, and will be handled by the schedule and traffic departments.

The engineering department will have charge of the last meeting of the series on "Mechanical and Electrical features of cars."

Line Instructors To Have Classes

Class instruction for line instructors will be started by the instruction department next Monday with three meetings a week scheduled to start at 11:30 o'clock.

There are about 200 men on the list as line instructors and arrangements are being made with the division superintendents whereby each man will be able to attend one of the sessions.

The first meetings will be for motormen and will be in charge of Dan Healy. Printed sheets showing some of the important things line instructors should put before students will be supplied to augment the verbal instructions.

Classes for conductors will be held later.

A Boost For The Lost-Found Chief

Los Angeles Railway,
Gentlemen:

This letter is to commend very highly your Mr. A. T. Clothier of the Lost Article Division for his careful and conscientious attention to his duties and his courtesy toward the public.

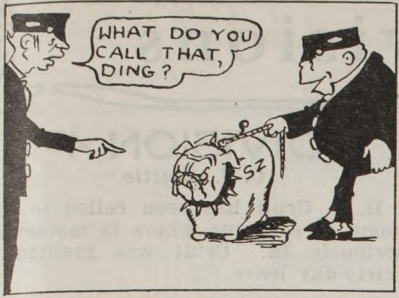
I lost a brief case on the car recently and am happy to say that through Mr. Clothier's efforts it was soon returned, and my hope is that these few words may some day be of benefit to him.

Very truly yours,

GRANT GOODALE,
Purchasing Division, Harbor Dept.,
City of L. A., Byrne Bldg.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. R. T. Soule, Div. 3
Los Angeles Railway.
Gentlemen:
I write to commend Conductor 1494, who gallantly assisted a very old lady to alight from his car last evening.
Respectfully,
HENRY W. VERNER,
2309 West 25th St.

For Condr. E. P. Stovall, Div. 4
For Mtr. A. C. Beck, Div. 4
Los Angeles Railway.
Gentlemen:
May I mention two grand men, No. 2772 and 1039, and others whose numbers I have not been able to get, but you certainly have some fine men on the Angeleno cars. The two I have mentioned, I have watched for months, I have seen them insulted by people and in return they have acted firmly, always for the company's interest, and yet retained a gentlemanly deportment. It is a real pleasure to ride with such men.
Yours very respectfully,
MRS. AGNES M. EVERIST,
573 1/2 North Boylston.

For Condr. A. W. Horton, Div. 4
For Condr R. Sanders, Div. 1
Los Angeles Railway.
Gentlemen:
In your booklet you ask to be notified of any particular act of courtesy on the part of trainmen and I thought it rather unusual when trainman No. 1566, on car "I" having been asked to call Burlington Street, not only called it once but three times and no one rising went through the car to the front open end and called the street again.
Also on the "D" car, trainman 1166 left the box and stepped to the entrance at the side to help an elderly lady on the car taking hold of both her hands and carefully helping her in, although she was accompanied by a woman of middle age, who was assisting her.
Respectfully yours,
MISS J. L. PEMBERTON,
455 Grand View.

For Condr. H. G. Evans, Div. 2
Los Angeles Railway.
Gentlemen:
Generally speaking I have found your employes courteous and suave. More so than general is the demeanor and actions of H. G. Evans No. 658 and conductor of car 1281. I am afflicted and the courtesies he has extended me on the car, providing me with his stool and looking after me generally is sincerely appreciated. His courteous deportment to all passengers and the handling of them is superior to the demeanor of employes as a rule. I note in the Forbes weekly that you have a merit and pension system and it is with pleasure that I commend the merits and deportment of this man's attention to the public generally to your notice.
Yours truly,
H. HIRSH,
2089 West 7th.

For Condr. J. O. Randolph, Div. 4
Los Angeles Railway.
Gentlemen:
Although I am in general a distinctly hostile critic of the services rendered by your company, it gives me great pleasure to attempt a little justice to your Conductor 1356, car P 363, for the capable manner in which he dealt with a woman attempting to alight after the car had commenced to move southwards on Broadway from 5th at about 5:35 this evening. But for the unusual combination of firmness and tactfully good nature which he showed, it seems entirely probable that the passenger would have sustained a fractured skull. Having read in "Forbes" of your merit system, I think it is merely common fairness that you should know of this man's commendable action.
Sincerely,
MacGREGOR WAMSLEY,
1605 S. Magnolia.

INCREASED TRAVEL MET WITH DECREASED KICKS

DECEMBER marked the heaviest traffic of the year 1923 and it was handled with good courtesy, according to the monthly summary prepared by the complaint desk. Despite the heavy increase in travel there were only 78 discourtesy complaints recorded as against 79 in November. The December mark beats October also, as 80 discourtesy charges were made that month.

The total of 254 assorted complaints

Classification	Nov.	Dec.	Gain or Loss
Discourtesy	79	78	-1
Fare and Transfer Trouble	75	67	-8
Starting too Soon	24	24	0
Passing up Passengers	24	19	-5
Carrying Passengers Past Stop	15	15	0
Dangerous Operation	5	2	-3
Short Change	5	3	-2
Miscellaneous	52	46	-6
	279	254	-25
Commendations	36	63	+27

for December is a reduction of 25 below November and is 15 to the good over October.

The way passengers respond to courtesy is indicated by the fact that 63 letters of commendation were received in December as compared with 36 in November. This is the highest number of commendations received in any month of 1923.

The detailed summary is as follows:

ACCIDENT REPORTS TO BE MADE IN DUPLICATE

As soon as the printed material is prepared all accident reports written by trainmen will be made in duplicate so that the original sheet can go to the claim department, and the safety bureau will have the carbon copy to use for its investigation. The single report system has caused considerable

delay in investigation by the safety men, and has made the administration of discipline inconvenient.

The making of duplicate reports will not put any more work on trainmen as they will be supplied with the necessary forms and carbon paper at the division offices.

CENTRAL AVENUE TRACK RECONSTRUCTION STARTS

Work on the reconstruction of Central avenue from 14th street to Slauson has been started at the 14th street end. This is one of the biggest reconstruction jobs scheduled for the year.

Fifty-third street track between

Main and Moneta has been rebuilt with girder rail.

The curve and special work at Third and Vermont is being removed to provide a curve from north to west at Avenue 28 and Dayton for the convenience of Division Three pull-in cars.

On the Sick List

The following is a list of men who have gone on sick leave recently:

- DIVISION NO. 1
Conductors—C. V. Clark, 3215 Central Ave.; W. Sproule, 461 E. 30th St.
Motorman—H. C. Bridges, 3200 S. Hoover St.
- DIVISION NO. 2
Conductors—I. F. Graham, 703 E. 53rd St.; R. Underwood, 4721 McKinley Ave.; W. H. Gilson, 2050 W. 29th St.; C. Gutnecht, 5208 Wall St.; P. F. Clark, 554 W. Belgrade Ave., Hyde Pk.; S. T. Nichols, 3929 So. Normandie.
Motormen—R. A. White, 6929 McKee Ave.; J. W. McBroom, 11119 Budlong; J. R. Davidson, 912 E. 51st St.
- DIVISION NO. 3
Conductors—J. J. M. Wilson, 2612 Idell St.; L. Johnson, 1756 Blake Ave.; S. B. Orndorff, 2627 Jeffries Ave.; F. A. Lee, 2700 San Fernando Rd.; D. A. Kuykendall, 3029 E. 4th St.; Z. S. Longuevan, 1847 E. 2nd St.; S. Weaver, 332 N. Ave. 51; M. H. Remington, 2616 Idell St.; J. H. Yates, 626 W. 9th St.; L. C. Stroman, 1808 Dilly St.; L. A. Vinland, 3216 Huron St.; R. C. Campbell, 101 N. Hope St.

- L. A. Johnson, 3512 Dayton Ave.; G. P. Rudy, 2612 Idell St.
Motormen—E. M. Eaheart, 2615 Merced St.; L. Rosa, 619 Cypress Ave.; A. J. Camerford, 3037 W. Ave. 34; T. W. Kingsbury, 1837 N. Main St.; F. M. Newell, 3361 Andrita St.; J. F. Vincent, 3319 Seymour St.; N. B. Stiles, 2213 Dayton Ave.; H. L. Edwards, 2643 Huron St.; D. C. Adams, 111 1/2 S. Ave. 24; V. H. Kolf, 1513 Neola St.; G. S. Wheeler, 1401 W. Ave. 56.

- DIVISION NO. 4
Conductor—C. D. Cessna, 1610 S. Figueroa.
Motormen—T. H. Peterson, 118A Glendale Blvd.; J. C. Walp, 1332 Winfield; W. H. Wisdom, 1645 W. 1st St.
Operators—A. S. Page, 601 Cypress Ave.; H. Rendell, 5623 Lexington Ave.; A. G. Harding, 418 W. 27th St.; H. A. Cornwall, 352 E. 84th St.; J. H. McClintock, 1411 Delong St.

- DIVISION NO. 5
Conductors—M. D. Smith, 4855 Lincoln Ave.; Inglewood; R. R. Lawler, 5457 Second Ave.; H. W. Hunt, 141 Hawthorne Way, Haw.; R. J. Davis, 1200 E. Connecticut, Inglewood; H. Dean, 145 West Regent St., Inglewood; J. C. Clark, 5718 Third Ave.; H. F. Kenney, 4932 S. Van Ness Ave.; T. V. Maitland, 5433 Third Ave.
Motorman—N. Jamison, Gardena, P.O. Box 891.

On The Back End (Contributed)

No man is too big to be courteous but some are too small.

A colored woman, recently arrived in Los Angeles, found a pocket book with \$4.65. She boarded a Central Avenue southbound car. The conductor was calling the streets: "Clinton, Norton, Jefferson." The woman thought the conductor knew every passenger and was calling them by name so when the car reached Jefferson, the woman alighted, that being her name. As she was standing on the corner a woman came up to her and said, "Is this Jefferson?"

The colored woman said, "Yes." The other woman said, "Well, I'm looking for 465"—so the colored woman gave her the pocket book.

Then I took the \$50,000 and got another transfer.

B. GERMAIN, DIV. 2.

A gas jet had become disconnected, filling the shoemaker's shop with fumes. The shoemaker, an aged German, was rather late in arriving for the day. He sniffed questioningly, then struck a match to light his way. Instantly there was a deafening explosion.

The shoemaker found himself lying in a heap across the street viewing his shop, which was then a mass of flames.

"Himmel!" he exclaimed, "I got out of dere shoost in time!"—EXCHANGE.

When your relief you did not make, and you know you'll have to take a three-day upon the rock. Take a tip and oil the clock.

Perhaps you had not realized that you would be penalized. So if your "shine" is four A. M., don't forget to wind Big Ben.

J. T. O'HARA, Div. Five.

A man stepped up to the window of a railroad ticket-office and said to the clerk:

"W-w-w-what time does the t-t-train leave for T-t-t-Troy?"

The young clerk made no reply, even when the traveler repeated his question. A bystander who overheard the conversation came to the rescue of the questioner and gave him the necessary information. Then he turned to the clerk and said, "Why didn't you answer that old gentlemen question?"

"D-d-d-did you w-w-want me to get my b-b-b-block knocked off?" asked the clerk.

The other morning we stopped back of the money car at Seventh and Spring, and while we were standing there, somebody knocked on the door behind me. Looking out I saw a man standing there and he motioned he wanted in, I wig-waged back, "to go around," which he did. As he handed me his transfer he asked, "when did you get the new system?" Puzzled I asked, "What system?" "Why not opening the doors and making a fellow walk all the way around the car." "Why," I said, we never load passengers from between the tracks. "Well, ain't you going that way?" (pointing north) "No," said I (pointing the other way) "we're going south." "Oh, h—l," exclaimed the man, "gimme my transfer" and got off to the amusement of my passengers.

L. V. H., Div No. 5.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

It was New Year's Eve, about 6:30 P. M. Rain had been falling in torrents, and the switch at Seventh and Spring was covered with about three inches of water.

It was Conductor McArthur's pull in trip, and it is part of his day's work to pull this same switch on this particular trip. So Mac made a dive for it, and came up with a hand full of mud. Again and again he tried but without success. Then with trousers turned up and sleeves ditto, he began to use both feet and hands, and to the music of clattering gongs of the impatient crews waiting in the line up, he pulled off some acrobatic dance stunts which would have brought him fame under more favorable surroundings. Finally his left foot located the treasure, the switch was pulled, the curtain dropped and the appreciative spectators dispersed. Mac got thirty minutes overtime.

Sadness fills the home of Condr. R. H. Rogers, of the "R" line, on account of the tragic death of his sixteen-year-old boy Ellis, who was killed in an unfortunate encounter with a police officer. He has the heartfelt sympathy of all Division One.

Motorman E. E. Bragg is reported still quite ill at his home, 3464 Lee Street.

Motorman C. S. Ward is convalescing, after a six weeks' illness of influenza.

Conductor C. E. Stephens has returned to the fold, after an absence of about two years.

We ride the Owl car every morning, leaving Slauson and Central at 4:20, Conductor McDaniels in charge. A fine fellow is McDaniels. A cheerful "good morning" to everybody, both white and colored. A blind man rides this same car every morning, and McDaniels is always on the watch for him. Before the car has stopped he is off and on the curb to assist him to the car. This is the reason we say McDaniels is a fine fellow and a good conductor. We take off our hat to him.

A practical joke in which a head of cabbage played an important part was pulled off on the "R" line a few days ago. The names of the participants could not be learned, but it seems that a vegetable truck was driving along very close to the car and the conductor reached over and took a cabbage, and before he could replace it the truck pulled away, leaving the cabbage on the conductor's hands. After a while this car caught its leader at the U. P. crossing. While its leader's conductor was flagging the crossing, the cabbage was placed on his fare box, and this conductor is still wondering how it happened. He finally came to the conclusion that a passenger slipped on while he was flagging and not having a nickel attempted to deposit the cabbage in the fare box.

DIVISION 2

By C. L. Christensen

Motorman J. G. Fakes is now putting in his time flagging at the crossing at South Park avenue and Slauson, after having spent about 15 years on the front end. We hope you like your new position, J. G., and wish you a Happy New Year.

A. Stefany, who resigned some months ago, has recently rejoined our force and is now pulling the bell cord again.

The last day of the old year brought sorrow to the relatives of D. D. Clark, a former motorman at this Division, and later flagman, who had been sick for several months. Mr. Clark passed

Who's Who



MOTORMAN M. E. PHALEN of Division Five is busy working on his fifth year as a Los Angeles Railway motorman. He had not been in Los Angeles many moons before he filled out an application blank, as he had learned to swing a controller on several street railway systems in the east. He has had experience in Alliance and Akron, Ohio, and on the Pittsburg system. In the latter city he established a record of more than three years' operation without an accident.

Motorman Phalen has a mechanical turn of mind and is quite handy at fixing trouble on street cars or putting the family egg beater in running order.

away on the afternoon of December 31st. Heartfelt sympathy is extended from all at Division Two, to the bereaved family.

Motorman J. E. Carlson, who has not enjoyed the best of health for several months, has secured three months leave and at the expiration of which he expects to return to the old job feeling better than ever. Here is hoping, J. E.

Motorman C. C. Claus, who after taking a successful examination for position with the Los Angeles Police Department, when walking out from the grounds, fell and fractured his leg, is now walking around again, but expects it will be about two months yet before he will be permitted to return to work. Glad to see you out, C. C.

Motorman Wm. Harris was standing in front of his home one night recently talking to a friend when a light fingered gentleman appeared with a companion, carrying a 44 automatic. No, they did not give Bill a chance to look into the barrel but put it to his right temple, at the same time demanding everything of value, which Bill, without hesitation told them they could have. However, when they extracted his time piece from his vest pocket, Bill got kind of nervous and informed the two gents that it would be the best policy for them to put the watch back, as it was registered and would only cause them trouble. They returned the time piece and departed with \$1.40 belonging to Bill.

Conductor A. W. Inloes has taken examination for the Fire Department and expects to join the city's fire fighters in a short time.

DIVISION 3

R. W. Reid

Keeping traffic in line is something that a Buick does best. This was demonstrated by our genial foreman, J. G. Owens, recently, when another machine pulled out of line, and in front of him on a slippery pavement, with the result that he was promptly pushed back into his place with bruised fenders. The Buick wasn't even scratched. J. G. being a tender-hearted chap says that in the future when he goes driving he will take the wrecker along to tow the other fellow home as he dislikes to leave them standing around in the rain.

Conductor A. J. Neal is taking a trip to Kansas City, Missouri. He expects to be gone a month.

Conductor D. W. Beatty has resumed duty feeling bright and cheerful after a six day vacation.

It is with deep regret that we announce the death of J. W. Tamplin, father of Motorman V. W. Tamplin, who passed away recently at Santa Monica, after an operation. He was buried December 27, at Woodlawn Cemetery.

Condr. Leo Garrett, the boy with the smile and winning ways, recently spent three days around the Division renewing his acquaintance with old friends. During this time Leo helped us out by pulling an occasional tripper.

Motorman Frank (Nimrod) Milano has done went again. This time it is for 15 days and we believe he is going after ducks. Frank worked steadily all through the rush and now believes that he needs a rest.

Motorman M. R. Pelton has secured two weeks leave of absence which he will spend getting over that tired feeling.

Wedding Bells are ringing. We don't know who the young lady is in the case but we do know that Conductor R. C. King is on his honeymoon at San Diego.

DIVISION 5

E. C. Tyler

Conductor R. L. Meyer was observed the other day, Saturday to be exact, walking through the trainmen's room at Division Five, stopping every few feet to shuffle a few steps of an Irish jig and as he approached closer we heard him repeating "Hot Dog," "Hot Dog," every time he hit the floor. Now that peculiar behavior from one of our most excellent conductors aroused our curiosity so we asked him if anything was the matter. "Matter enough," says he, "Seven and one-half pound baby girl born 7:30 this morning. Hot dog."

We agree that news should call for a few dance steps and are glad to report that both mother and girl are doing fine.

Every year it has been the custom of the boys of Division Five to remember with some little gift, John Weir, the crippled news boy, and this year was no exception and John was presented with a purse of \$30, and he has asked Ye Scribe to tell all the boys of Division Five how much he appreciates their kindness and thoughtfulness and to wish them a Happy New Year.

A two-car train was turning back in front of Division Five and all passengers were being transferred to a car ahead. After all the passengers were off the first car, a lady approaching from the rear started to get on and presented a turn back transfer to Conductor R. I. Burton. Burton asked

DIVISION 4

C. J. Knittle

R. J. Cruitt has been called to his home in Alabama where his mother is seriously ill. Cruitt was granted a thirty-day leave.

Janitor Herb Newman is credited with having made the fastest move during the past week. It happened last Monday morning. Two strange men entered the trainmen's room. "That's the cash room there," whispered one to the other. "How do we get it out?" whispered the other, "Is there a side door?" "No," mumbled the other, "there's the cashier now. Come on." Herb dashed down the stairs to the basement. He had overheard them and decided not to be backstop for any lead pills. A couple of minutes later, hearing no excitement upstairs, he cautiously climbed the stairs and looked through the bannister. The money was being carried out. The cash receiver was directing the work. No one was concerned. The two strange men were a new crew on the money car.

Conductor McQuoid has been wondering since last Tuesday, why he dropped a lady passenger's dime in the box after giving her two nickels for it.

J. R. Jillis has been called to his home in St. Louis on account of his father's death. Division 4 extends sincere sympathy.

Yardmaster Barden reports that switchman-Conductor-Motorman-Traffic T. H. Speed was detailed last Monday afternoon to take a change off car to 6th and Olive and bring back a "C" car that had B. O. brakes. Ten minutes later T. H. had reached the scene of trouble, had given the good car to the "C" line crew and started back with the B. O. one. It was difficult and dangerous to operate through the dense traffic on Sixth and Figueroa streets with nothing but a handbrake between him and an accident report. But Speed patted himself on the back and said, "That's why they sent ME." Arriving at the barn, the noble pilot mopped the sweat off his map and turned the car over to a mechanic. "What you sweating about?" asked the husky grease slinger. Speed depicted his flight through traffic with only a handbrake. The mechanic went up on the car, looked at the car report card, glanced at the air gauge and gave vent to monstrous laughter. The report stated the brakes did not release properly—the gauge showed the tank held seventy pounds of air.

When Motorman Herman de Jager came to work New Year's day he was pleasantly surprised to find a package of cigars in his locker. Motorman L. N. Woodard was the donor. Looking back through the old year Herman dimly remembered an instance when his relief missed out and he was relieved an hour late. Instead of taking time to eat which would have caused him to miss a relief on the second part of his run, Merman went without eating and made the relief on time. The man he relieved was Woodard.

her if she didn't want to go to the Mesa and the lady replied that she did.

Burton then told her to take the car ahead, but the lady said, "See here, young man, that's just what that conductor back there told me."

R. I. finally convinced her that he was still tied to the other car and would have to stop here too.

You may have had some grief, Old Scout, But that is past.

The old year took it with him

When he blew.
I've slipped the little "geezer," 1924,
A tip to stack the cards
And run them right for you.