

Complaints Lowest in Two Years

PROMOTIONS WON BY MEN WHO STICK WITH JOB

Proving that promotion rewards the men who "stick with the job" a summary has been prepared showing the number of men remaining in service today from the ranks of those who entered train service since 1909.

The year 1909 shows that of 1195 trainmen in service that year, 23 men are still with the company, and three of the 23 have been promoted. One of them is now chief dispatcher. Another is a supervisor, and the third is a schedule builder. In each year it is found that some men have preferred to remain on the cars rather than enter some other branch of the transportation service. It must be remembered that capable and experienced trainmen are just as important to a street railway organization as capable heads of departments.

Future Superintendents

Of 39 men of the 1910 role who are still in service, two have been promoted to dispatchers, three to supervisors, and one as a schedule clerk.

Out of 1825 trainmen in 1911, there are 35 still in service, but one is a division superintendent, and one is a supervisor.

Of 24 men of the 1912 roll, one is a superintendent of operation, and one is a supervisor.

Thirty-six of the men who entered service in 1913 are still drawing pay checks, and one of them is a division superintendent.

War Years Uncertain

The years 1914-15-16 were years of heavy turnover due to the development of ship building and other war industries. For this reason few men who entered service in those three years remained with the company, and as a consequence no promotions are listed.

Fifty-five men who started in 1917 are still with the company, and two of them are supervisors.

The ranks of the men who started in 1918 produced one of the supervisors of safety.

The roll of men entering service in 1919, of which 337 are still with the

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Selfish Rider Reads Newspaper Up-Side-Down

IT WAS a busy trip with a flock of late afternoon customers; nothing escaped the watchful eye of Conductor A. F. Steiner of Division One, who was in charge of this particular personally conducted trip, and so he tells this one:

"I noticed a man on my car, reading a newspaper up-side-down, and thinking I was the victim of an optical illusion, I remarked aloud, 'am I seeing things?' and to my surprise the man replied:

"It took a lot of patience to master it, but now I can read my paper all by myself and undisturbed."

THIRD OF 20 CARS STARTED AT SHOPS

The third floor of the 20 passenger cars being built in the South Park shops this year has been laid and work is progressing rapidly on the frames of the first two.

Two of the ten flat cars being built for track work are practically completed.

Concrete is being poured for the floor of the wheel room, which was formerly the blacksmith shop. Six inches of concrete will be used and topped with four-inch wood blocks. Ties from the Vernon yard will be sawed at the main shops for this flooring.

The new lathe recently purchased for axle and armature turning has been put into service in the machine shop.

Two Weddings Keep Garage In Cigars

No! cigars do not grow on trees! The reason for all those cigar smokers at the garage, is that two of the boys were married recently. They are George Borngrebe, night foreman and A. J. Arblaster, helper.

Undergoes Operation

Motorman E. E. Bragg of Division Three recently underwent an operation for appendicitis. The bunch wish you a speedy recovery, old boy.

30,461,948 Served In May With Only 175 "Kicks"

BASED on the number of passengers served, the May complaint report sets a record of satisfactory service for the past two years.

During the last month, 175 assorted complaints were received. In July last year the complaints were held down to 168 and the next low figure of two years is shown in May, 1922, when 175 complaints were received, duplicating the number received in May this year.

A little arithmetic reveals the following relation between passengers carried and complaints received:

In May, 1922, there were 146,690 passengers served to each complaint recorded.

In July 1923 there were 169,304 passengers served to each complaint recorded.

In May, 1924, there were 174,068 pas-

sengers served to each complaint recorded. A total of 30,461,948 riders were carried in the month.

The May summary shows a reduction of complaints in every class except passing-up passengers. Discourtesy complaints were held at 64, which has only been bettered this year in January, when the figure was 60.

The summary is as follows:

Classification	April	May	Loss or Gain
Discourtesy	68	64	- 4
Fare and Transfer Trouble	66	63	- 3
Starting too Soon	10	9	- 1
Passing up Passengers	6	8	+ 2
Carrying Passengers Past Stop	10	5	- 5
Dangerous Operation	5	2	- 3
Short Change	4	2	- 2
Miscellaneous	27	22	- 5
	196	175	-21
Commendations	72	47	-25

"B" line Extension Put Into Service

Street car service over the line "B" extension from Wabash and Indiana streets to Ramona Place was started June 1. During the morning and evening rush hours a car is provided every 12 minutes. The mid-day and night headway is 15 minutes. The line is to be served by a shuttle car, and the last car leaves Wabash and Indiana for Ramona Place at 8:52 p. m.

Stork Pays Visit to Popular Ex-Employees

All old-timers must remember our well known past librarian of Division Two, Mrs. May Parker. Also well known was Mr. Charles Emerson, formerly a conductor and later connected with the mechanical department.

These two friends were married four years ago, and now we learn that the stork visited them on May 17, leaving a fine son at their fine ranch at Bellflower.

The boys of Division Two may not expect cigars, but we may possibly look for some fresh "cackle-berries" as he raises fine hens.

Cars Detour For Big Sewer Ditch

A temporary single track turnout on the Baldwin curve of line "E" has been built near Vernon Avenue and Eleventh Avenue. The big outfall sewer being built through the southwest district will cut through the car line with a ditch about the width of one rail length. The temporary detour is built into the adjoining open territory and will be removed as soon as the cut is completed and the main track is rebuilt.

MINUTE ADDED

One minute has been added to the running time of cars of line "F" between Anderson Street and Santa Fe Avenue so that it will not be necessary to exceed a speed of 8½ miles per hour in crossing the East Fourth Street bridge. The additional minute has been provided by a rearrangement of the running time which takes some of the "slack" out of the east end of the line.

Bill (entering room): "You're drunk. I saw you running around here in a circle."

Will: "No, sir, I'm not drunk. I was just trying to read the name of a Victrola record while it was playing."

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Demerits Have A Value

WHEN R. R. Smith, assistant superintendent of operation began a series of talks at the divisions last February on the methods of administering the Merit System, he gave warning that the number of step accidents made it necessary for the company to assess demerits against trainmen opening the exit gates to soon.

It is common knowledge that a bit of carelessness soon becomes a habit, and a habit among a large number of men becomes more or less of an unwritten rule of procedure. Consequently, when demerits were assessed, many appeals came from trainmen who said they had handled the gates in the same way for many months and had never had an accident.

The street railway does not wait until an accident occurs before it starts safety work. Accident prevention is the big aim of the system. Common practice and even rules that have stood for many years may be radically changed to give greater safety.

The particular effort made to cut down accidents caused by passengers alighting from moving cars because the exit gates were opened too soon has been successful, and every man is pleased when accidents with their attendant suffering and unpleasantness are reduced.

During February there were 109 accidents caused by passengers alighting from moving cars. In March this was reduced to 65. April produced 53, and in May there were only 50 such accidents.

A demerit slip is never welcome, and there is no pleasure for anyone in the transportation department to hand one out. When demerits are given, they are given with a view to improving service, and when such results are produced as is shown by the step accident figures, the value of the Merit System in helping service and in helping every trainman to give the right kind of service is proved anew.

What Riders Appreciate

Praise for the trainmen of line "R" who handled the difficult service conditions near the cemeteries at the east terminal on Memorial Day has been received from various sources. Owing to the limited entrances to the cemeteries, automobiles filled Whittier boulevard at times as far west as Indiana street, making the operation of street cars slow, and requiring the utmost attention to prevent accidents.

The thousands who went to the cemeteries on the street cars to decorate the graves of those at rest were given every consideration by the street car men who thoroughly appreciated the spirit of the day.

The supervisors received excellent cooperation. Orders were obeyed promptly and efficiently.

Consideration of the feelings of patrons on such an occasion is a feature of services that wins appreciation.

Division 3 Holds Lead In Procuring Witnesses

The May report of the claim department shows that for the second consecutive month Division Three has maintained the highest average number of accident witnesses procured. Division Three took the same honor in February, but in January and March

took second place. The leader for May produced an average of 4.60 witnesses per accident. The average for all divisions was 4.31, which is not up to the standard of the past three months.

The May summary is as follows:

Division	Number of Accidents	Number of Witness Cards	Average Witness Cards per Accident
1	309	1223	3.95
2	503	2205	4.38
3	424	1952	4.60
4	303	1340	4.42
5	274	1112	4.05
Total	1813	7832	4.31

SYMPATHY EXTENDED

Deepest sympathy is extended by the men of the Bus Division to Operator E. A. Hagen and his family in the loss of his sister.

The checkers who count passengers are now having to climb the billboards to count the passengers on the double-deck buses.

For Condr. M. Sasalow, Div. 1
Los Angeles Railway,
Gentlemen:
Am writing this line in grateful acknowledgment of the recovery of a valuable containing things of value to me. My purse was turned in by Martin Sasalow, Division One, L. A. Ry.
The public is fortunate in being provided by your company with such men.
Sincerely,
MRS. JENNY H. REESE,
514 H. W. Hellman Bldg.

BULLETINS

Issued June 9, 1924

BULLETIN NO. 103 Notice to Conductors

A Form of Special Ticket, U.S. 2-V, has been put into use, this ticket being white, printed in blue with red numbers. This ticket will be used by the United States Veterans Bureau, and will be considered exactly the same as a 5c cash fare, collecting one ticket for each 5c zone and issuing transfers on same where transfers are issued on 5c cash fare. Note sample in ticket case at your division.

BULLETIN NO. 104 Notice to Conductors

Effective Sunday, June 1st, shuttle car service was installed on the extension of line "B" from Wabash Avenue to Bridge Street. Cars operating on this line use shuttle car transfers, and conductors on line "B" will issue transfers to the shuttle car and on shuttle car transfers in accordance with the existing rules.

BULLETIN NO. 105 Notice to Trainmen

Bulletin No. 100 in the issue of Two Bells of June 2nd is hereby cancelled. Trainmen will continue to use toilet located in the Barber Shop at 5653 Melrose Avenue.

BULLETIN NO. 106

Pass Book No. 15348, issued to Fireman Joseph Seger, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 107 Notice to Conductors

The following passes have been recovered:
3484—issued to Mrs. Mary Rooney, wife of Pat Rooney, Foreman Way & Structures, Bulletin 77.
5882—issued to J. J. La Guardi, Conductor, Division No. 3, Bulletin No. 77.

BULLETIN NO. 108 Notice to Conductors

Pass No. 4312 issued to Joseph Cooper, Conductor Division No. One, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

BULLETIN NO. 109 Notice to Trainmen

Effective June 6th, the use of toilet in shoe shop at 1081 North Western Avenue by trainmen will be discontinued. Arrangements have been made for the use of the toilet in the Winters Cafe, which is located about 100 feet east of Western Avenue on Santa Monica Boulevard. This cafe is open day and night and it is hoped that on account of this advantage nothing will happen which will cause us to lose the privilege.

P. B. Hill
Supt. of Operation.

BUS BULLETINS

L. A. RAILWAY BUS DIVISION
Bulletin No. 100 May 24, 1924
BUS OPERATORS:

The proper transfer point between the Vermont cross town line of the L. A. Railway and the Beverly bus is Vermont and Beverly Blvd. and not Vermont and Oakwood, as the L. A. Railway Company's cars do not stop at that point.

The proper transfer point between the "H" line of the L. A. Railway Co. and the Beverly Blvd. bus line is Beverly Blvd. and Heliotrope Drive.

Bus operators will please be governed accordingly.
F. VAN VRANKEN,
Manager.

Appreciation

I wish to express my thanks to members of the Claim, Transportation and Legal Departments, for their kind sympathy and for the beautiful floral pieces at the funeral of my dear mother, Mrs. Mattie E. Pennington, who passed away May 24. The sympathy of true friends in the hour of sorrow gives strength that enables us to bear such great burdens.

JOHN SHRADER,
Claim Dept.

I wish to express my gratitude to the men of Division Two for their sympathy, and the help given by the

W. A. Wagoner wins Promotion in Shops



W. A. Wagoner, who started as a car mechanic at Division Two, May 4, 1907, has been appointed acting night foreman of the Division Two mechanical department, succeeding Geo. R. Morse, Jr., who has resigned to devote his attention to private business. Mr. Wagoner has been assistant night foreman since August, 1909. He is widely known in the engineering department, and has the best wishes of the engineering organization. Mr. Wagoner steps into a busy job on the night side.

Resigning 'Phone Operator Honored



In appreciation of 13½ years of service with the Los Angeles Railway, members of the main office presented a beautiful platinum wrist watch to Jennie Shand, who has resigned from the post of chief telephone switchboard operator. The presentation was made by G. J. Kuhrts, general manager, in the office of W. E. Dunn, vice-president of the corporation, and in the presence of most of the department heads.

Mr. Kuhrts praised the excellent service that the retiring operator has given the company, and expressed the appreciation of all workers.

Mrs. Shand wishes through "Two Bells" to thank all of her friends at the offices for the beautiful gift, and to express appreciation of the uniform courtesy she has received during the 13½ years—even when the line has been busy.

Co-Operative Association on the occasion of my wife's death.

J. A. HUFF.

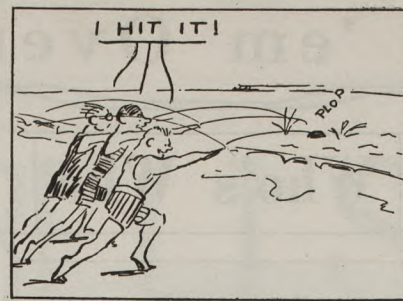
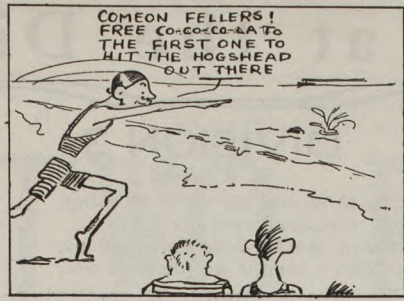
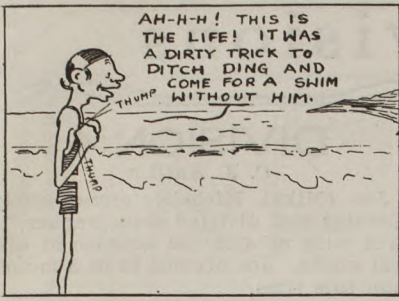
Co-Operative Association Los Angeles Railway,
And Employees of Division One:

We wish to express our appreciation of your kind sympathy and assistance during our deep sorrow, caused by death of wife and mother, Isabella F. Christianson.

H. S. Christianson and Family.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. K. N. Jones, Div. 3
For Mtr. J. L. Rutherford, Div. 3

Los Angeles Railway.
Gentlemen:
Permit me to express my appreciation of the courtesy and efficiency shown by the crew of car No. 297, on the "W" line, last evening. We alighted from this car in Garvanza about 7:30 P.M., and there was in our party quite an elderly person. The very careful assistance rendered by this conductor, both when we boarded and left the car, was indeed valuable at the dark time and place.

I should also like to mention the smoothness and freedom from jolting, of the long ride, which could only be the result of thorough mastery of his work on the part of the motorman.

MISS C. HERRON,
Los Angeles, Calif.

For Condr. L. W. Corley, Div. 1
Los Angeles Railway.

Gentlemen:
It gives me real pleasure to commend for courtesy and kindness Conductor 1608.

Sincerely,
MME. STUART-RICHINGS,
2193 Cambridge.

For Mtr. J. R. Queen, Div. 4
Los Angeles Railway.

Gentlemen:
I am writing a few words of appreciation of the kindness of conductors. I am a crippled woman and have found most conductors have been very kind in assisting me in any way needed.

I wish to speak especially of the courtesy of conductors on the West First Street line. Have never been on a line where such uniform thoughtfulness has been shown the passengers. Also wish to mention 2099 for special courtesy shown me.

Sincerely,
LAURA PATTERSON,
2917 Third Avenue.

For A. J. Hathwell, Div. 1
Los Angeles Railway.

Gentlemen:
If everyone was as cheery and endeavored to render as willing and helpful service to those with whom he comes in contact as Conductor 2302, on the "S" line, this old world would seem to be ever so much better to spend a few years in.

What he puts into his work makes all the difference between holding a job and giving real service.

ERNEST F. BIDDLE,
1006 Great Republic Life Bldg.

For Mtr. W. C. Calloway, Div. 5
Los Angeles Railway.

Gentlemen:
Kindly allow me to take this opportunity to express my appreciation towards Motorman No. 493, who works line "M."

Seldom in all of my 25 years in riding the Los Angeles Railway line have I encountered trainmen as courteous, cheerful and as well liked as this gentleman. Hoping that you will please forward this word of appreciation to No. 493, I am,

Yours truly
F. D. TURNER,
862½ West 47th St.

For Condr. W. C. Sanders, Div. 5
Los Angeles Railway.

Gentlemen:
Wish to take this opportunity of commending the courtesy and efficiency of W. E. Sanders, Conductor 568, on the "M" car (Moneta Ave.) The writer has been riding this car for the past five months and appreciates the consideration and courtesy shown at all times by Mr. Sanders.

W. W. CULLER,
Azusa, California.

Shining Lights of Garage Brighten Up the Corners



JOSHUA is credited with having made the sun stand still. Prohibition agents have uncovered a lot of fellows who made the moonshine but the company garage has a crew of shining shiners who make the Stars shine and then work on the Dodges and Fageols and other company motor vehicles that should glisten.

The boss of the crew is Horace Franklin—an air cooled Franklin at that, as you will notice he has his sleeves cut off at the shoulders. This arrangement also makes it more convenient for him to spit on his hands when the work needs a little more speed. Cars that enter the wash rack with a dull finish go out with a shine that makes that school girl complexion

look like the "before I bought seven bottles of your remedy" side of a patent medicine illustrated advertisement.

All the honors must not be given to Benjamin (or rather Horace) Franklin although he is the boy with the executive smile, the mustache and the hole in his overalls. Brightening up the corner headlight is Archie McQuillion. Arthur Linigan is massaging the fender and the boy with the pail is Addie Johnson. Take our word for it the pail contains only water as the photographer didn't have a dime and anyway—"Them days is gone for ever."

They are four hard-working boys who do a mighty good job.

Promotion Won by Sticking With Job

(Continued from Page 1, Col. 1)

company, has produced five supervisors. Two have been made chief district supervisor. The year 1920 apparently brought some particularly good men as 403 of them are still in service, and 11 have become supervisors. Two have been made chief district supervisors, and one is superintendent of schedules.

Advanced in a Year

Four men who started in 1921 as rookies are now supervisors. The year 1922 has produced three supervisors, and 1923 has given eight supervisors. It is significant that eight men who started only one year ago have made this first step up the ladder of promotion.

Practically all the present heads of the transportation department started as green men on the street cars. Several of the department heads are not listed in the story of this summary because they entered service prior to 1909. It is the established policy of the company to fill the higher positions with men who "stick to the job" and make good with the first responsibilities given them.

Pioneer of West Passes Away Here

The funeral May 29, of Mrs. Jennie Wildermuth, wife of D. S. Wildermuth, information man, and formerly of Division Four, marked the end of a romantic story of the early days of the west. As a girl, Mrs. Wildermuth crossed the plains by prairie schooner between 1862 and 1865. The wagon train in which she was riding was attacked by Indians in Wyoming, but the members of the party were rescued by soldiers after the Indians had driven off the stock and burned the wagons.

Mr. Wildermuth has been with the company for 32 years and is widely known. A number of employes attended the funeral service and beautiful floral pieces expressed the sympathy of Mr. Wildermuth's co-workers.

To the Officials & Employes of the Los Angeles Railway Co.:

Dear Friends:

Through the "Two Bells" I wish to express my appreciation for the beautiful floral tribute and the sympathy extended to me during my recent bereavement.

Yours sincerely,
DANIEL S. WILDERMUTH.

On The Back End (Contributed)

That working the back end is a great aid to courting the ladies is proven by the ease with which we utter the expression "fare lady." (This thought is copyrighted under the National Food and Drugs Act of June 30, 1906.)

KNITTLE.

On Hooper Avenue a woman with a nine-year-old size boy dropped a nickel in the box and became indignant when she was asked to pay fare for the youngster. She claimed loud and long that he was only four years old. Then a colored voice piped up, "Conductor, I guess that boy is only four years old; but he's been over-well fed."

REIDELL.

Conductor A. F. Munson of Division Three was working a Line "L" car and received two inbound "E" transfers, as he thought, and stuffed them into his pocket; but when he came to count them he had an order for some baggage at the Southern Pacific depot.

Conductor Sasolow contributes the following:
"Say, Jim, if Central Ave. was 600 West, wouldn't that be Grand?"

Passenger to Conductor—"I want change for this dime."
Con.—"But this coin is counterfeit."
Lady—"Well, if I had dropped it in the fare box you would not have known the difference."

Lady Passenger: "Conductor, is this car going to Melrose?"
Con.: "Yes, lady."
Lady: "Well give me a transfer any way, because I want to be sure about it."

Introducing New Men

The following men have been assigned to their divisions during the week ending May 31, 1924:

- DIVISION NO. 1
Motorman—H. Y. Dickey.
- DIVISION NO. 2
Motormen—C. A. Norton, W. Kelley, A. S. Hovey, H. M. Smith.
Conductors—G. S. Hammond, H. S. Evans.
- DIVISION NO. 3
Motormen—H. T. Henwood, C. H. Honeycutt, F. L. Metiver, A. V. Robinson, J. W. Harvey, G. W. Van Arde, T. S. Phillips, J. G. Marley, C. H. Thompson.
Conductors—F. Chapkis, J. M. Scantlen, Jr.
- DIVISION NO. 4
Motormen—J. P. Michels, L. Grant.
Conductors—H. J. Jones, H. W. Goody.
Safety Operators—B. F. McKee, C. E. Rice, J. A. Hunter.
- DIVISION NO. 5
Motormen—P. K. Huffer, W. G. Boone, O. S. Nyhart, J. W. Paul, O. M. Schuetz, R. D. MacDougall, O. Burgess, A. A. Schoepp, T. E. Davis.
Conductors—O. R. Simmons, F. W. Miller, J. P. Earnest, F. H. Walters, J. L. Evans, C. S. Wilcox, L. H. Runkel, T. E. Dircks, C. H. Owens.

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

We have had fish stories inflicted on us all down through the ages. Some are true and some are not. This one is of the former variety, if Conductor McPherson is as truthful as a conductor is supposed to be. Last Saturday, Mac, S. K. Owen and R. Montgomery, all Division One trainmen, took a day off to try their luck deep sea fishing off Santa Monica. They report fish as being plentiful and rarin' to go. To prove same they brought back 200 pounds of halibut and barracuda.

Motorman Ryan was west bound on the "N" line one day last Tuesday, and going at a pretty rapid clip, near Valencia St., when he spied a fat juicy-looking purse near the car track. He applied all the air available, stepped on the sand and everything, and brought his car to a stop within a few feet of the treasure. He wormed his way through the crowded center entrance car, and just as he was in the act of "plucking it and calling it his own," some naughty boys, concealed in the distance, gave the cord attached a little jerk and away flew Ryan's visions of a vacation. Moral: It doesn't pay to grab at everything you see.

Considerable interest was taken by some of the boys, in the recent prize fight in an eastern city. It is reported that Conductor Hagest took a huge risk by placing \$12.50 on each fighter. Motorman C. N. McMullin put fifty cents on the winner. Motorman Bill Lamberston would have taken a chance, but he didn't know who the winner would be. He should have asked Curly Adams.

S. R. Willis, formerly a motorman out of this division, was around shaking hands with the boys a few days ago. Sam is still engaged in the same occupation, on the long distance lines of the P. E. and says he likes it fine.

Conductor C. C. Townsend of the "N" line, and who hails from the city of Brotherly Love, was married on May 24 to Miss Spaulding of St. Louis, Mo. Their honeymoon was spent at Mt. Wilson and at Venice. Here is wishing Mr. and Mrs. Townsend much happiness.

It is indeed a pleasure to see the familiar face of a "prodigal," returned to the fold. For instance, Conductor J. D. Carnes is with us again, after an absence of two years; also Conductor L. H. Dawson, who has been away not quite a year.

DIVISION 2

By R. C. Hoyle

Conductor G. A. Stowell has secured a 90-day leave for the purpose of visiting back east. He will visit Illinois, New Hampshire, New York and Montreal.

Motorman R. R. Harron has obtained a 90-day leave and intends to spend his time hunting amongst the mountains 30 miles north of Fillmore.

Motorman M. J. Torkelson has secured a 90-day leave of absence to visit his old home back east.

Motorman H. T. Sanders and Conductor F. Monnier are trying out as supervisors.

Various trainmen have been noticed wandering absent mindedly around the waiting room.

On inquiry the answer received was generally the "Where the heck has my locker gone." Well we hope to supply all you fellows with lockers when the carpenters get through with the alterations. Mr. Dickey and H. H. Hansen, the stenographer, like their new quarters fine.

Conductor E. C. Dick came up to

Who's Who



If Noah had not pulled a somewhat similar joke after the first wash day on the ark, it would be tempting to make some reference to Motorman F. E. Hart of Division One coming to the Los Angeles Railway with a wonderfully clean record. Anyway he was engineer in a steam laundry plant from 1902 to 1919 in Parsons, Kansas. In 1919 he set sail from the middle west by auto and arrived in Los Angeles to help the rapidly growing city. He started on the street cars in December 1919 and has been doing a good job of providing satisfactory transportation ever since.

the window the other afternoon and said, "Say, where is Mr. Dickey, has he moved up to the main office?"

"Why no," I said, "I think you will find him in his office."

"Well I have been around there every time I came in and I can never find him in his office."

I finally managed to persuade him that Mr. Dickey was still with us and that he could be found every day in his new office.

Motorman G. S. Hammond has changed over from the front end to the back. He tried hard to convince me that it was on account of his eyes. But, for myself, I think it was to exercise his well known conversational power. Well, G. S., you'll find lots of opportunity to use 'em on the back end.

Conductors C. M. Oderfeld and E. T. Doterwick have gotten so used to the extra board these days, while serving three days on the rock pile, that they have decided to give up their runs and give the extra board a whirl.

I noticed in the last issue of Two Bells that they had Motorman J. A. Wear booked as belonging to Division Three. You can't take all the credit away from its home that-a-way. I knew we could walk away with at least one of those prizes.

DIVISION 5

E. C. Tyler

It is with regret that we announce the passing of Motorman W. Gallacher of Division Five who was drowned while bathing at Santa Monica last Sunday. The body was recovered last Wednesday, and taken to Cunningham & O'Connor Undertaking Parlors, but funeral arrangements have not been announced at this writing.

Motorman Gallacher was a brother-in-law of Motorman E. Devlin of Division Five and a member of the Cooperative Association.

The other day, Operator Gibbons of the Western Ave. Bus line had a slight argument with a young lady over a

DIVISION 3

R. W. Reid

*Sixty thousand eyes are weeping,
Sixty thousand feet are wet,
Grunion mother-love betrayed us,
We hain't caught no grunion yet.*

The above lament is credited to Foreman Lee Lewis of the mechanical department after he and thirty thousand others had spent the night at the beach grunion fishing.

Mr. Ed Yonkin of the instruction department has been visiting this division for several days. That Ed is abnormally active for his years or that he has been investing in goat glands is shown by the following story: In the course of his work, Ed sometimes finds it necessary to board and alight from moving cars. He did this a few days ago and was reprimanded by an aged passenger who was standing near the entrance door, and who told him that a man of his years should know better. Ed looked him over but said nothing, and after a few words with the conductor, he started to leave the car, which by this time had gained considerable speed. As he was about to hop off he was grabbed by the old gent, who said excitedly, "You old fool, you're just trying to get yourself killed, aren't you?"

Motorman J. R. Walker, feeling full of ambition and the joy of life, decided to take a day on the briny ocean, and surprise his neighbors by bringing them a few of the dandy fish that he was going to catch. But the best laid plans of mice and men, etc. And sad to relate the boy got sick, so sick that when he tried to work his run the next day, the motion of the car caused it to happen again, and he had to be relieved.

Oi! Yoi! What a feeling.

The arrival of a nine-pound boy at the home of Motorman J. D. Brewster was celebrated at the division by clouds of smoke which came from the cigars furnished by the happy father. Mother and son doing fine.

Congratulations, old top.

Conductor W. H. Deskin is on a twenty-day vacation, which he intends to spend in New Mexico.

It is with deep regret that we announce the passing away of Mr. Henry Lareau, father of Motorman Ed Lareau, at the age of 59. Mr. Lareau's death was caused by heart failure while on a roller coaster at the beach. He was buried at Calvary Cemetery on May 27. He is survived by a wife and six children.

Conductor J. J. Olexo, who claims that he is a member of the only cracked crew on line "E," is on a two-weeks trip to San Francisco. Oleo is making the trip in his Chandler.

transfer in Hollywood. He asked her "if she paid cash for the transfer."

"Yes," snapped the fair one, "you don't suppose I bought it on the installment plan, do you?"

B. O., Div. 5.

Sufferer: "I have a terrible toothache and want something to cure it."

Friend: "Sure, that's too bad, but you don't need any medicine. I had a toothache yesterday and went home, but my loving wife kissed me and so consoled me that the pain soon passed away. Why don't you try the same?"

Sufferer: "I think I will. Is your wife at home now?"

If you don't believe that vacation time is with us, just glance over the list below of Division Five trainmen who have left on their vacations during the past week. Might add that when Ye Scribe takes his, all the reason you are going to get is, "Fishin' and Ball Game."

Motorman J. J. Thornton takes sixty days in order to take a trip to

DIVISION 4

C. J. Knittle

Joe (Mike) Michels, former safety operator and division stenographer, is back with us after an absence of several weeks. Joe decided to be a motorman this time.

Foreman B. B. Boyd is on his way to Portland by auto. It is vacation time for him.

A woman boarded a "P" car last Monday afternoon. The car was being managed by one of our recruit conductors.

"Do you go to 2835 Cambridge Street?" she asked.

"I really don't know where that street is, madam," answered the con.

"Huh!" exploded the woman, "you conductors don't know anything, do you?"

"Oh, yes, madam," replied the con politely, "we do know a good many things. Do you live at that address?"

The woman answered that she did.

"Well, continued the non-plussed trainman, "we always know how to get home."

"Conductor 1492" does not work out of this division.

Ex-Motorman D. S. Wildermuth, who, up to the time he resigned from the cars to take up flagging, was top man on the motormen's list, paid us a visit last Tuesday morning. We were all glad to see him and hope he'll drop in again.

Cash Receiver Earl Culley is entitled to the honor of Grand Gigglesmith. We've been biting on so many of Culley's jokes lately that our false teeth are worn down to the danger line. Last Wednesday afternoon Culley's comical crack was: "What do they call bananas in Hollywood?"

How should us angels know? We were afraid to go to see the Ten Commandments for fear of coming back stewed. All we could say was, "I dun'no. What?"

"Bananas, of course," answered Culley. So there we were again.

Conductor C. McAtee has been granted a ninety-day leave to visit relatives in Kingman, Kansas.

Conductor R. M. Knourek was granted a sixty-day leave on account of his father-in-law's death in the east.

Temple Street operators had a line shake-up recently. The new schedule is working out smoothly, in fact, the residents over there in Fish Canyon don't know it was changed.

Pittsburgh, Pa., to see some real estate. (What's the use, J. J., there's better real estate right here at home.)

Motorman A. J. Sybert is taking thirty days off on account of his father's serious illness in Milford, Texas. Our sympathy goes with you, Sybert, and we trust that you will find your father much improved.

Motorman R. T. Todd, has been granted a sixty day leave in order to visit old home in Cambridge, Ohio.

Conductor H. J. McDonald has taken ninety days off on account of his health and expects to spend that time in Grand Junction, Colo. Might add that H. J. is quite a cow-boy and swings a wicked rope.

Conductor G. Orr is taking three weeks off to attend to some personal business in Salt Lake City, Utah.

Conductor H. Dean is spending two weeks at Murietta Hot Springs.

Conductor J. A. Bonty says he is taking his first real vacation in sixteen years and is taking thirty days off which he expects to spend at Catalina and Portland, Ore. (If that's right, J. A., we sure can wish you a good time.)

Conductor T. R. Brackett is taking three weeks off to visit his old home in Roseburg, Oregon.

Motorman L. H. Shrake, who is taking a month off, just says, "Vacation" and gives his address as Inglewood so we surmise that he intends to stay at home.

Motorman G. Jacobson, who has been on his vacation, returned to duty last week and reports an enjoyable time.

Conductor C. H. Coxhead, who has been on the sick list for some time, has recovered and reported for duty last week.