

More Cars Arrive From East

MONTH'S PRIZE IDEAS FOR SERVICE ADOPTED

The three prize-winning suggestions for service improvement made during February have been adopted.

First prize money was awarded Motorman L. A. Tutor of Division Three, who suggested that a time point be made at Avenue 20 and Main street so that the "B" and "A" cars could be spaced to the best advantage. Motorman Tutor based his suggestion on experience derived on both lines. He said that the absence of a time point was resulting in unnecessary delay on line "A."

The second prize was won by Motorman M. Perlin of Division Five and resulted in the issuing of Bulletin 58 in this week's Two Bells. Motorman Perlin said that the practice of some trainmen, mail men and police officers boarding the front end of a car on the far side of an intersection created a dangerous situation because it detracted the motorman's attention and caused a risk of pedestrians being hit by the man riding on the front step. Hereafter trainmen and mailmen who board the front end will have to stand at the regular stopping place and a letter has been sent to Police Chief August Vollmer asking the cooperation of police officers in this respect.

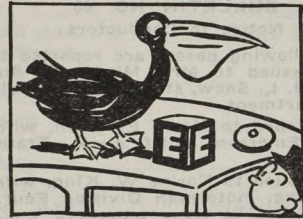
Conductor W. H. Engel of Division Two, who runs on line "O," won the third prize money, with the suggestion that overhead trolley wire be placed at the crossover on the north terminal of line "O" as it is necessary for the conductor to pull a switch in addition to handling the trolley rope. This work already has been done.

Manchester Flood Cuts Moneta Line

During the rain last Wednesday, flood water on Moneta avenue between Eighty-fifth street and Manchester, prevented the operation of cars through the young lake. There was a stretch of water for nearly half a mile through which it was impossible to run the cars. Shuttle service was provided on both sides.

"A man is strong when he admits to himself his own weakness."

Pipe The Pelican



A PELICAN with a bill large enough to shame a second-hand auto repair shop, perched on the roof of an "E" car at Hawthorne during the rain last Tuesday night. Oh! a wise old bird is the pelican, but this time he made a mistake as he evidently wanted a Division Five pull-in car to take him to the sea gulls' domain. Wednesday the pelican slopped around in the puddles of Division Three enjoying the rain and his new surroundings and was later adopted by one of the trainmen as a household pet because he didn't have enough bills to face already.

BOULEVARD STOP TO AID CAR LINES

Extension of the boulevard stop system which is now effective on parts of Wilshire boulevard, Figueroa street and Mission Road, has been authorized to include parts of street car lines.

On March 22 the Mayor signed an ordinance establishing the boulevard stop system on Whittier boulevard from Boyle to the city limits and on Mission Road from Aliso to North Broadway. The ordinance requires that all vehicles must stop before entering one of these streets. The stop provides protected movement for vehicles on the boulevard and permits movement of traffic with a minimum of delay.

Dan Healy Greets Husky Young Son

Daniel Healy, lion tamer of the Instruction Department, who was once erroneously reported to be active in the affairs of the Young Men's Hebrew Association, is getting a lot of fun out of saying "good morning, son" to the husky baby who reported present last Sunday.

The Healys are planning to give the youngster some classical Grecian name like Mike.

Cigars gratefully acknowledged.

Ex-Motorman Powell, Now Officer, Marries

John F. Powell, former motorman of Division Five, and now a traffic officer, was married recently in the court of Police Judge Sheldon. He received a life sentence and took as his mate Mrs. J. E. Hunt. Officer Powell keeps vehicles from tangling up at Washington and Main streets.

SERVICE STARTS ON "S" EXTENSION

A new schedule on line "S" effective March 30, puts in operation the track extension extending from the Goodyear plant to Seventy-seventh street on Central avenue. One full run is added and one tripper is removed. There will be no change in headway.

During the morning and evening rush hours, alternate cars will run through to Seventy-seventh street and the others will stop at the Goodyear plant. At mid-day and night, all cars will run through to Seventy-seventh street.

Fageol Two-Deck Bus In Service

The Fageol double-deck bus which was put through a test trip March 18 has been put in regular service on the Sunset boulevard and Veremont line of the Los Angeles Motorbus Company. It goes in service at 7:22 A.M. and remains on the streets for approximately 12 hours.

Before starting in service, new tires were put on the bus. They are of eight-inch type and assure smooth riding. The bus seems to be very popular with passenger, as it is considered to be the best equipment of its kind in this country. The other double deck buses are running on the same line.

IT'S A SON

Motorman T. J. O'Connor of Division Three is strutting around like a peacock with his fine feathers on display since he has announced the arrival of a son born March 21. Mother and son doing nicely, thank you.

There are three kinds of people in the world—the wills, and wont's and cant's.

SHIPMENT OF 100 STARTS IN FOUR MONTHS

With the arrival of nine more cars of the 25 ordered last year from the St. Louis Car Company, making 14 now here, the engineering department announced that shipment of the 1924 order of 100 cars will be started by this firm in the second week of July and continue at the rate of five cars per week. If this schedule is maintained without a hitch, the full supply of equipment will be available for the Christmas travel of this year which always marks the heaviest point of the year's transportation.

Next month construction of 20 cars under the 1924 program will be started at the shops, Fifty-fourth street and South Park avenue. The reconstruction and building of maintenance of way cars is keeping the mill busy at present. The shops will complete on May 10 the construction of 40 cars of another group on which they have been busy since last fall. The first 20 of this group of 40 cars are now in service.

Arrangements have been made to install the electrical and air brake equipment as fast as the cars arrive and new schedules are putting the cars in service as soon as they are released by shops.

Div. 5 Bowlers To Meet Div. 2 Team

A bowling team has been organized at Division Five and the first game has been arranged to play Division Two at Meek's alleys at Pico and Main streets, Wednesday evening at 8 P.M. We now have a team that is bowling a very high score, although we cannot hope to defeat the Division Two team, which has been organized for some time, at least we can give them a good fight. Our team should have the support of the entire division and all trainmen are urged to attend the games and to bring their families and friends. Also if there are any other men of the division who would like to enter into this sport, Conductor A. J. Monteverde, who is acting captain, would like to get in touch with them.

SCRIBE TYLER, Div. 5.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Neatness Is Worth While

NOTHING has been said lately about credits for neatness or demerits for untidy appearance, but both are still in business. A large percentage of the commendations of trainmen which are made personally or by telephone speak particularly of the neatness of the trainmen commended. Neatness is one of the first things that attracts a passenger's attention and it is one of the things that makes a lasting good impression.

Some men can look neat in a suit of overalls, and some can look sloppy in a regular business suit. Neatness is not so much a matter of spending money as it is of spending a little time and effort.

Consider the uniform cap. How long is it since you dusted your cap? A few seconds with a cloth or a clothes brush will keep a cap looking neat, but a few days of carelessness leaves this article of the uniform covered with dust and makes for a general sloppy appearance.

A uniform will not last forever, but it will last longer if it is kept clean. Dirt grimed into a uniform weakens the fabric and necessitates an additional outlay sooner than would otherwise be necessary.

The uniform department endeavors to give the best possible service in cleaning and repair work as well as in supplying new uniforms and parts of uniforms. Owing to small "turn over" in the train service at present the uniform department is in a position to give fullest attention to work.

Whether you need an entire new uniform or just need a little ambition to present a neat appearance, remember it is worth the effort.

Selling In Millions

REPORTS from street railways throughout the country indicate that few, if any, systems are expending as much money in service improvements and carrying on such a broad program for extensions as is the Los Angeles Railway. This year 100 cars are being purchased in the east. Another 20 are to be built in the local shops. The shops are now on the last lap of an order of 40 cars started last fall. Track extensions have been authorized in all parts of the city and new equipment from buses to radio sets have been ordered.

The company depends on trainmen to sell to the public the goods represented in this tremendous investment. Selling street car service does not mean that a conductor has to present to each street car rider the merits of a street car ride as against walking or paying taxi fare. The passengers are plentiful, but they must be given the best service that each trainman can provide.

In short, it is the duty of each trainman to handle his work in such a manner that every passenger who rides with him will want to ride with him again.

That is selling service.

KEEN INTEREST SHOWN AT DIV. TWO SMOKERS

A GOOD attendance and steady interest marked the three meetings conducted at Division Two last Wednesday when R. R. Smith, assistant superintendent of operation, spoke of the company's Merit and Bonus System. The meeting was the second of the smoker series in which the company provided cigars for all who attended. T. Y. Dickey, superintendent of the division, presided at the three meetings which were held at 10 A.M., 1 P.M., and 8 P.M.

Mr. Smith's ideas on the importance to trainmen of good salesmanship, left a new thought with many as he pointed out how the trainman benefits.

A review of the demerits assessed in the first three months of the present Merit System year, showed the points that need particular attention. In the majority of the cases, Mr. Smith took time to explain the purpose of the rules involved and the importance of enforcing them.

The rain did not have an appre-

ciable effect on the attendance and the cards, which were used to check the names of men present, indicated an improvement over the previous meetings at this division.

Next TUESDAY

The smoker meeting at Division Three at which R. R. Smith, assistant superintendent of operation, will talk on the company's merit and bonus system, will be held on TUESDAY instead of Wednesday. The Tuesday date will be followed at Divisions Three, Four and Five, but the hours of 10 A. M., 1 P. M. and 8 P. M. will remain unchanged.

Superintendent Dye of Division Three urges all trainmen of his division to attend one of the three meetings.

BULLETINS

Issued March 31, 1924

BULLETIN NO. 57 Notice to Trainmen

Trainmen will discontinue use of toilet in garage at 119 West Jefferson Street.

Arrangement has been made for toilet privilege in the cigar stand of Mr. T. A. Mitchell on the southwest corner of Jefferson and Main.

Trainmen will govern themselves accordingly.

BULLETIN NO. 58 Notice to Motormen

Mail carriers or trainmen wishing to board cars through the front exit gate must be at a point where regular passenger stop is made.

Motormen must under no circumstances open exit gate and permit such parties to board car while the car is in motion.

In case a police officer or a supervisor flags a car at some point other than a regular stop he may be picked up, but car must be stopped and no attempt made to pick him up on the fly.

BULLETIN NO. 59 Notice to Conductors

Pass No. 3279 belonging to Alice E. Zimmerman, wife of Motorman C. E. Zimmerman of Division Three, reported as lost in Bulletin No. 55, has been recovered.

BULLETIN NO. 60 Notice to Conductors

The following passes are reported lost: 3015, issued to Mrs. Minnie R. Snow, wife of H. L. Snow, storekeeper, Purchasing Department.

3023, issued to Maria Emerson, wife of A. M. Emerson, chief clerk, Transfer Bureau.

3301, issued to Norine W. King, wife of E. F. King, motorman Division Four.

3653, issued to Della Boughton, wife of B. I. Boughton, substation operator.

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

BULLETIN NO. 61 Notice to Conductors

The following passes reported as lost or stolen during the months of January, February, and March, 1924, are in improper hands:

189	3015	5720
361	3023	5826
681	3301	5850
685	3250	5866
1175	3423	6079
1211	3569	6116
1213	3653	6292
1805	4147	6363
1903	4432	6567
2240	4439	6777
2286	5110	6863
2707	5612	

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

BULLETIN NO. 62 Notice to Trainmen

At the crossing of line "E" and the Santa Fe Railway at Florence and Redondo Boulevard, cars must be stopped not closer than 27 feet of the steam road tracks in order to afford proper clearance.

Conductors in flagging this crossing may do so from the near side of the steam road crossing and from a position three feet from the near rail.

P. B. Hill
Supt. of Operation.

BUS BULLETINS

BULLETIN NO. 64, March 25, 1924

TO ALL BUS OPERATORS:

Severe criticism has been directed against us account of excessive speed at the intersection of Eighth and Figueroa, at which point traffic is exceedingly heavy.

Under no circumstances will you exceed a speed of ten miles an hour across this intersection at any time whether traffic officer is on duty or not.

F. C. PARRON,
Assistant Manager.

The best angle from which to approach any problem is the try-angle.—
Kreolite News.

SAFETY ZONES WILL BE TRIED

Newspapers of last Tuesday announced that the City Council have authorized the construction of two test safety zones for the protection of pedestrians.

One of the safety zones will consist of posts and chains, similar to those used in some parts of Detroit and will be located at Vermont avenue and Forty-first drive, near Manual Arts high school.

The second zone will be placed on Sunset boulevard near Glendale boulevard and will consist of a raised platform.

The installation of safety zones for the protection of pedestrians has been advocated by the Los Angeles Safety Council for some time.

EQUIPMENT FOR RADIO IS READY

The five loud speakers for the division radio sets arrived last Thursday and installation was made at Division Five shortly after. The sets, three-tube Harkness Reflex, have been delivered, but the loud speakers were holding up the installations.

Drawings for the wiring of Divisions One, Two, Three and Four have been made and the material has been ordered so that within a short time, radio programs will entertain trainmen in the waiting room.

Truth is as impossible to be soiled by any outward touch as the sunbeam.—Milton.

Back In 1890

The world's most famous automobile manufacturer was working in a bicycle shop.

A millionaire hotel owner was hopping bells.

America's steel king was stoking a blast furnace.

An international banker was firing a locomotive.

A great merchant was carrying a pack on his back.

A railroad president was pounding a telegraph key.

There's always room at the top—where'll you be in 1954—Disston Crucible.

JOHN HUME PASSES AWAY

Funeral services for the late John Hume of the electrical repair department, who passed away March 25, were held last Friday morning from the O'Donnell Funeral Chapel. The death of Mr. Hume was due to heart failure.

Appreciation

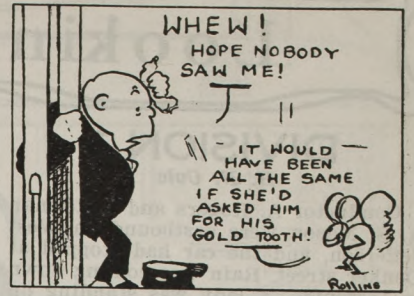
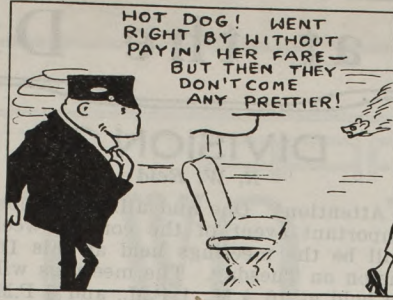
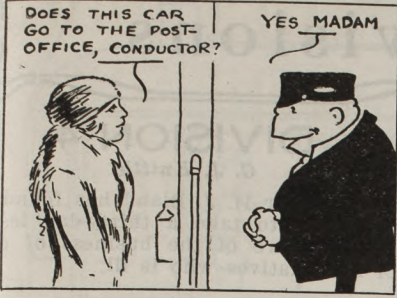
To the Employees of the Los Angeles Railway:

We wish to express our deep appreciation for the kind assistance rendered and for the beautiful floral offerings and sympathy extended during our recent bereavement. We also wish to extend special thanks to the pallbearers.

(Signed) MRS. JOHN BARRETT
AND CHILDREN
268 Penn St., Pasadena.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. O. S. Briley, Div. 5 Los Angeles Railway.

Gentlemen: As a patron on the "M" car this morning, I noticed the courteous and careful manner in which Conductor 832 handled passengers, especially school children, and I take this method of commending him.

Yours truly, H. E. GRIFFIN, 703 West 34th St.

For Condr. F. D. Caldwell, Div. 3 Los Angeles Railway.

Gentlemen: Please compliment Conductor 2196 on the Washington line, for the efficient manner in which he looks after passengers on a crowded car.

J. W. JONES, 1726 West st.

For Condr. C. A. Bryant, Div. 4 Los Angeles Railway.

Gentlemen: I would like to speak a word of commendation for Conductor 2710 on the West 1st Street line. I have ridden on this line almost every day for over a year and have no fault to find with any of the employes, but this young man I have particularly noticed his courtesy and kindness in many ways, especially to older people, of which I am one. I love to speak a good word for a deserving person.

Very truly—a patron, MRS. K. P. HOUGHTON, Aragon Apts., 334 S. Westlake.

For Beverly Bus Operators Los Angeles Railway.

Gentlemen: I wish to express my appreciation of the uniform courtesy and genuine service rendered by the bus operators on the Beverly boulevard line. I attend the University of California, Southern Branch, and if it were not for the fact that your drivers watch for me running from my house to catch the bus, and sometimes wait a few seconds for me, I would often be late for classes. As I am anxious to make the best possible marks at the university, the help of your bus operators in getting me to classes on time, is greatly appreciated.

MISS MARY FOWLER, University of California, Southern Branch.

For Condr. J. L. Lattimore, Div. 3 Los Angeles Railway.

Gentlemen: I take pleasure in calling your attention to and complimenting you upon the service rendered the public by Conductor No. 296, on the Hooper Avenue line. I have frequent occasion to use this line and in several distinct instances the general capableness, alertness and uniform courtesy of this particular employe of yours has attracted my attention until, at this time, I feel it only just to express my appreciation of those unusual qualities, which deeply impress and are greatly appreciated by that portion of the public utilizing your lines.

Trusting that others who have noticed these qualities may take time to acknowledge them, as I am glad to do, I am,

Very truly yours, W. DEAN ROGERS, The Wilfred Edwards Music Pub. Co.

For Mtr. C. R. Marble, Div. 2 Los Angeles Railway.

Gentlemen: I wish to bring to your attention the extreme courtesy and assistance shown the passengers by Motorman 1751 of the "S" line.

Very truly yours, CHARLES REILY, 7526 1/2 Figueroa.

Stop Signs on Line "E" Posted and Rearranged

THE territory from Dalton avenue to the Hawthorne terminal of Line "E," which has never been marked with "Stop" signs is to be posted, and effective April 10 cars will stop only at the points marked. In the absence of regularly marked corners, stopping points have been informally estab-

lished at several places and some will be discontinued.

On the Eagle Rock end, some of the stops have been rearranged and the schedule is printed below. Attention of trainmen is directed to the recent bulletin which makes all arbitrary stops passenger stops.

The following will be stops on line "E" west of Dalton Avenue under new arrangement:

Denker Ave.	Eastbound	Victoria	Northbound
La Salle Ave.	Westbound	Byrnhurst	Southbound
Harvard	Eastbound	Redondo Blvd.	North & South
Hobart	Westbound	Inlegwood Cemetery	" " "
Western Ave.	East & West	Prairie Ave.	" " "
St. Andrews	" " "	Centinella Blvd.	" " "
Gramercy	" " "	Locust St.	" " "
Cimarron	" " "	Grace Ave.	" " "
Van Ness	" " "	Queen St.	" " "
Arlington	" " "	Pimento St.	" " "
2nd Ave.	" " "	Nutwood St.	" " "
3rd Ave.	" " "	Kelso	" " "
Vernon Ave.	North & South	Commercial	" " "
46th St.	" " "	Tamarack	" " "
48th St.	" " "	Arbor Vitae	" " "
50th St.	" " "	Hardy	" " "
52nd St.	" " "	Pine St.	" " "
54th St.	" " "	Willow	" " "
57th St.	" " "	Palm	" " "
Slauson Ave.	" " "	Bryson	" " "
59th St.	" " "	Lennox	" " "
60th St.	" " "	Center	" " "
63rd St.	" " "	Bellevue Ave.	" " "
Hyde Park Blvd.	" " "	Miramar	" " "
67th St.	" " "	Wallace	" " "
		Raymond	" " "

EAGLE ROCK DISTRICT

Vincent	Eastbound	Merton	South
Royal Dr.	Westbound	Chicasaw	Northbound
La Roda	Eastbound	Fair Park	Southbound
Alverne	Westbound	Yosemite Dr.	Northbound
Hermosa	Eastbound	Addison Way	Southbound
Highland View	Westbound	La Verna	Northbound
Shearin	Eastbound	Norwalk	Southbound
Maywood	East & West	Ridgeview	North & South
Caspar	" " "	West View	" " "
Colorado	North & South		

MORE CARS AND BETTER HEADWAY ASSURED LINE "E"

A NEW service on line "E" which will provide 15-minute cars to terminals during the mid-day period and 7 1/2-minute headway on the main line between Avenue 45 and Arbor Vitae station, is contemplated under a new schedule which will increase the number of runs. The new table is expected to be ready by April 6, according to L. A. Recappe, superintendent of schedules.

The present headway on the entire line during the mid-day period is 12 1/2 minutes, so the 7 1/2-minute service will be a considerable improvement.

During the rush periods, cars are now operated on a four-minute headway over the main line and eight minutes to terminals. It is intended that the new schedule will provide approximately a three-minute rush hour headway to the extreme ends of the line.

ELECTRICAL BAKE OVEN IS HERE

The electrical bake oven, which will be used in the winding room of the South Park shops, for drying motor coils after they have been dipped in insulating varnish as a part of the maintenance work, has arrived and will be put in use immediately. This piece of equipment is expected to facilitate to a considerable degree the work of the electrical department.

"Mr. Meant-to" has a comrade, And his name is "Didn't-do," Have you ever chanced to meet them? Did they ever call on you? These two fellows live together In the house of "Never Win", And I'm told that it is haunted By the ghosts of "Might-have-been."

On The Back End (Contributed)

Between Hill and Grand on Tenth the track is a little rough and the car was rocking. Two women got off at Grand and one of them said to me, "Your motorman must be from Texas." COND. J. R. HOLLAND.

Everyone is not asleep, even if it is 12-40 A. M., according to a party who observed a young conductor on "S" line at Sixty-first and Moneta one rainy night carrying a pretty young blonde across the flooded street. They arrived within ten feet of the curb when the gallant slipped and went down to his knees. For a second it looked like the most romantic proposal you could imagine—right in the middle of a mud puddle. Conductor S. S. Douglas of Division Two will give particulars.

On "E" line at Cypress street the conductor called the familiar "please move forward" and was answered by a gruff voice in the middle of the car:

"If you get any room up front you will have to turn the car around!"

Motorman Peterson boarded Conductor Joe Feed-Her-Bushes "C" car the other day on the way home, wearing a heavy cloth 'round his neck. "Sore throat?" asked Joe.

"No," whispered Peterson, "overslept this morning, had to run to work and forgot my neckwear."

The next A. M. Peterson's big ben failed to sound reveille and his honorable name was inscribed on the miss-out sheet.

"How'd it happen?" asked Conductor Joe when he heard of it.

"Well," explained the pilot, sadly, "I remembered my tie and collar—but I forgot to run."

Motorman W. L. Hague has taken a thirty-day leave in order to build a house in Hawthorne. When asked if he was going to make room in it for his conductor, M. A. Watson, he said, "Not on your life." E. C. TYLER.

When a top efficiency conductor, has been working on the cars for about twenty years, tries to make a relief on his regular run and misses him because he was trying to make it in the wrong direction, it kind of looks as though a new man would have some excuse for pulling boners. Boy, page Jarvis Phillips.

An Irishman who had worked himself up from a day laborer to mayor of a city, was boasting to his wife one day of his accomplishment. "Sure and do you know, Bridget? When I first came to this town as a day laborer I was just plain 'Paddy Hooley.' When I was put in charge of me gang I was called 'Mr. Hooley.' When I became manager of the firm, I was 'Patrick Hooley, Esquire.' When I became town councillor I was 'Councilman Hooley,' and now I am mayor, they call me 'Mayor Hooley.' And would you believe it, Bridget, when I was at church this morning they were singing, 'Hooley, Hooley, Hooley, Lord God Almighty.'"

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Conductor A. Rogers and Motorman A. S. Mason were eastbound on West Jefferson, and the car had stopped at Denker street. Rain was coming down in torrents. A lady was standing on the sidewalk, unable to get to the car on account of a stream of water about four feet wide in the gutter. She was making frantic efforts to overcome the barrier that separated her from the car, but it still rained and the barrier grew wider and wider each minute.

The gallant Rogers did not take off his coat and put it down for the fair lady to walk on, as Sir Walter Raleigh did for Queen Elizabeth, but he did the next best thing to it. He scouted around in the rain and found a board to bridge the stream, and escorted her to the car, and naturally expected a profusion of thanks, but all she said was "I want off at Gramercy." And the lady left by the front exit.

Motorman G. W. Wise of the "J" line tells this one. A passenger, who was standing near him when the car was crossing a steam road intersection, asked, "Why do you motormen all stand up while crossing a steam railway track?" G. W. explained that it was an extra precaution, that it enabled him to see better any impending danger and etc. "Oh," said the passenger, "I thought you did it so you would be in a better position to jump if anything should happen."

Some people are naturally lucky and others are compelled to work and wait. Not so with Conductor A. Haley. Several months ago Haley resigned to engage in other business, and a few weeks ago he decided to return to the fold and was sent to Division Two. He yanked the bell cord there for a couple of weeks and then he negotiated a trade with a conductor at Division One, whose name stood near the top of the extra list. Now he has a regular run after bucking the extra list altogether about three weeks. Haley says that brains played an important part in the transaction as well as luck.

Motorman N. Robinson of the "R" line, says that he was west bound at Sixth and Vermont a few days ago with his dash sign set for Melrose. It seems that several other Melrose cars were just ahead of him. A lady was watching impatiently for a red sign reading "La Brea." Finally she approached Robinson and asked, "Don't the red cars run on this line any more?"

Conductor J. Hensel is the proud father of a seven and one-half pound boy, who arrived on March 20. Mrs. Hensel and child are doing nicely.

DIVISION 2

By C. L. Christensen

And still the stork keeps on visiting in the vicinity of Division Two. Last Monday the old bird was entertained at the home of Motorman J. Jackson, where he left a fine 10-pound boy. Both mother and baby doing fine. We congratulate!

Conductor C. A. Dean has taken a couple of weeks off to rest up.

Motorman F. Houschildt has secured two weeks' leave of absence intending to bring his family here from San Diego.

Conductor J. E. Lewellyn has now left the city, he had a fine little house built on an acre in Cudahy, and J. E. and his wife took possession of the little bungalow last week.

Conductor W. McKernon has secured 15 days' leave of absence in which time he intends to build a

Who's Who



GREAT statesmen have come from the farm in Kansas, and so did Don L. Adams, conductor of Division One, who has been in service for two years. Don got his first taste of street railway life in Kansas City in 1918-19 but came West to grow up with the country. He worked in the S. P. shops here and developed mechanical ability that comes in handy when it is necessary to put the trolley back on the wire.

Genius is a man who shoots at something no one else can see, and hits it.—Kreolite News.

A Yiddish gentlemen was riding an eastbound "P" car. State Street was his destination. At Boyle Ave., he was buying a three cent paper from a newsboy and had given the kid a nickel. The car started before he could get his change. "Now," he grieved as he got up for the next stop, "I moost walk back two blocks for dose two cents."

He who goes through the door of success, finds it labeled "push"—U. P. R. R.

Introducing New Men

The following men were assigned to their divisions during the week ending March 22nd, 1924:

DIVISION NO. 2

Motormen—A. L. Sherman, N. H. Burkhalter, E. P. Davis.
Conductor—W. P. Atwood.

DIVISION NO. 3

Motormen—G. R. Smith, C. Christensen.
Conductors—H. A. Dutton, J. H. Yates.

DIVISION NO. 4

Motorman—E. G. Kennard.
Safety Operators—E. H. Vaden, M. Marple, E. H. Parrott.

BUS DIVISION

J. H. Schmitt.

One must be in business with a man, and in love with a woman to know either.

house. Mac was married sometime ago and is now realizing that there are many expenses besides the price of the marriage license.

Conductor H. Le Blanc purchased a barber shop on South Main street and took possession of same March 20th. We wish you success, Frenchie!

Motorman T. W. Rasmussen is back at work, after being laid up for some time with smallpox. T. W. appreciated very much Two Bells, which was mailed to him during his sickness.

DIVISION 3

R. W. Reid

Attention! One and all. The most important event of the coming week will be the meetings held at this Division on Tuesday. The meetings will be held at 10 A.M., 1 P.M., and 8 P.M. respectively, when the Merit and Bonus System will be explained at length by Mr. R. R. Smith. Everyone is expected to attend at least one of these meetings. Cards will be provided for those who attend. Don't fail to sign yours and turn it in as you pass out. And by the way, free cigars will be plentiful.

Motorman Z. E. Zimmerman recently spent three days resting up around the division. Zim is a good fellow and helped us out by pulling an occasional tripper.

J. W. Allen, who holds down the first trick in the office, is confined to his home with an attack of the grippe. We hope to see him back on the job by the time this comes off the press.

Conductor N. W. Simmons is back on the job grinding out the nickels, after spending a couple of months farming on his ranch at Wilmington, Cal.

Motorman H. C. Traube, who has been on the sick list for several months, is now back on the cars again winding 'em up as of yore. H. C. had a bad spell of it and says that he certainly appreciated the copies of Two Bells, which were sent to him, and also wishes to thank the boys for their interest and good wishes during his recent illness.

We heard a fellow say the other day that Bill Boynton, of the Mechanical Department, had evidently fallen in love. He based his assertion on the fact that Bill, who lives in Lincoln Heights, was carried almost into the city the other day before discovering that he was on the wrong car. As Bill has been riding back and forth for a number of years and this is the first time such a thing happened, it kinda looks as if there might be something in it.

Motorman O. A. De Witt has secured a 90-day leave of absence to try out a job on the Fire Department.

Conductor R. A. Gwin has taken a 60-day leave and will spend it on a trip to Oregon.

DIVISION 5

E. C. Tyler

Condr. Freddie Mason of Division No. 5 had a pair of boots. Yes, I said, "Had" and therein lies the tale. Freddie parked his boots in the library last Sunday, and when he returned for them they had disappeared, leaving no tracks or no trace. Now Freddie claims that those boots were perfectly gentle and well broken in and would not have strayed of their own accord. So with a few harsh words about anyone who would attach themselves to a pair of old boots, he concluded his tale of woe with a prophecy that the present wearer will probably slip and break his neck.

REUNITED AFTER THIRTY YEARS

Condr. Geo. E. Gibson of Division Five met his sister and mother last Sunday, after a separation of thirty years, during which period he had never heard from them or knew their whereabouts.

Through a chance remark in a letter he received, that it was thought his sister and mother were some place in California and giving her married name, he was able to locate his sister, Mrs. William P. Hazen, wife of William P. Hazen, foreman in the

DIVISION 4

O. J. Knittle

Conductor H. J. Bland has found it necessary to take a thirty-day leave to take care of the business of one of his relatives who is ill.

It is reported Foreman Boyd has bought a dog collar and chain to use on a dog A. J. Lange expects to kidnap. Of course if A. J. backs down on the agreement it will mean more stock for "Uncle Ike."

It is a well known custom over here to lay down "two bits" when the clerks loan out indelible pencils to fill out accident report blanks. Last Tuesday a well known conductor asked for one of the blanks and an indelible. "Two bits," reminded Clerk Driggs as he laid down the pencil. "I haven't got a bit of change," announced the trainman, after digging around in his jeans, "but here's a five spot. Will you accept that?"

"I should say, 'yes,'" answered Driggs, "here, take some more pencils." And a dozen more indelibles were shoved forth.

The "C" line trainmen are wondering why Conductor Snare carried a hack saw blade on his entire shift one recent day. Was it to cut through traffic, Snare, or did you work overtime on somebody's safe?

Conductor H. L. Conine is taking a twenty-one day rest.

"I want a transfer to the Angel's Flight," spoke a fair passenger as her fare trickled into the fare box of "ye scribe's" car.

Being a regular patron of the incline car himself, "ye scribe" slipped her a "Flight" ticket with his compliments, but no explanation.

That evening, stepping off at the top landing of the "Flight," he faced a much distressed operator.

"What's the trouble, cowboy?" asked "ye scribe."

"Its the bughouse women," he replied, "One just went down a minute ago. She raised the devil because I couldn't give her a transfer to the Crown Hill car. I told her she couldn't expect it for the two and a half cents we charge and says she, 'It's darn funny the Crown Hill cars transfer to your dinky.'"

South Park shops, who has been in the employ of the Los Angeles Railway for the past twelve years. And through his sister located his mother, who lives in Pasadena and needless to say they had a happy reunion last Sunday. It was found that Gibson had been living within four blocks of his sister for several years.

Motr. H. Gorton of Division No. 5 has taken a six months' leave of absence during which time he expects to proceed to Canada, where he will close out some property, then make an extended visit in Lancashire, England.

Condr. J. H. Schmidt and Motr. R. L. Arnold have both resigned during the past week and will take a position driving the buses. We are sorry to see them go, but wish them the best of luck on their new job.

Mot. W. J. Hewitt of Division Five advises the conductors to take up the following suggestion offered in an eastern paper:

"At Benton Harbor, Mich., all street car conductors have long whiskers. Something to hang on to when there is a shortage of straps."

Pat—"And sure and what has become of Mike Rafferty?"

Duggin—"Ah, poor Mike, he mistook an auto horn for the noon whistle, and stopped work crossing the street."