

New Trip Sheet To Be Introduced

K68 TYPE OF CONTROLLER PUT IN USE ON LINE W

Cars on line "W" have been equipped with the new K68, General Electric controller. This equipment has the circuit breaker under the floor of the car, eliminating the possibility of burning the clothes of passengers by a flash from the overhead box.

Special instructions to Division 3 motormen operating this type of controller were issued during the week by R. R. Smith, assistant superintendent of operation.

Within a comparatively short time enough of these controllers will be in use so that some of them will be found at other divisions.

This controller is one of the latest features of electrical equipment, and its operation will be found to be a very simple matter. However, there are two or three points which a motorman should not overlook, and among them are the following:

Watch Switch Position

Do not try to start your car unless the small overhead control switch is in the "Off" position. You will not be able to operate unless this switch is in this position.

If your line switch or circuit breaker underneath the car "blows" from fast feeding, power condition, or defective equipment, don't try to start your car until you have thrown your controller entirely to the "Off" position, as your line circuit breaker will reset itself automatically after the controller has been thrown entirely off, but not before.

The small overhead switch before mentioned has nothing to do with the resetting of this circuit breaker, as the action of the circuit breaker is entirely automatic.

Don't Hold First Point

Do not operate this type of controller for an excessive length of time on the first point, as if you do you will burn out the relay coil in the line switch.

Under no circumstances should the controller ever be held on the first point to exceed twenty-five seconds.

In case your car goes "dead" ex-

Gives Blood For Brother Trainman



VOLUNTEERING to give a quantity of blood to help a brother trainman who is in the hospital, Conductor J. M. Dyson of Division Four, underwent a blood transfusion operation May 17. The trainman to whom the blood was given is F. E. Edwards, a conductor of the same division.

W. M. Bowling and J. Gourlay, both conductors of Division Four also volunteered to give their blood to help Edwards, but the doctors selected Dyson. Edwards is a son-in-law of C. B. Blakeman, a veteran of service who is serving as information man. Blakeman told some of the Division Four men of Edward's need, and the offers were made promptly.

Schedules Changed On Lines "C" and "T"

A new schedule for line "C", effective May 25, extends the short line terminal from Temple and Hoover streets to Clinton and Virgil. The Sunday service has been reduced to conform to traffic demands.

On line "T", the headway in the rush hours has been reduced from ten minutes to 7½ minutes. In the mid-day period service has been increased by establishing a 16 minute headway in place of the former 20 minute headway.

amine the cartridge fuse in the overhead control switch. If found O. K. the trouble might be found in either the ground finger or the two positive contacts in the controller itself.

Ask an instructor or a mechanic to explain to you where to look for these troubles.

Western Ave. Bus Is Extended To Manchester Ave.

Operation of the Western avenue bus has been extended from the former south terminal at Slauson avenue to a new terminal at Manchester. Passengers boarding the bus south of Slauson avenue will receive bus ticket Form T-7. This ticket will be honored on all cars of connecting Los Angeles Railway lines at any point south of Wilshire, and will be good for a transfer.

Conductors on lines connecting with Western Avenue north of Wilshire must not accept this ticket. Samples of the types of bus tickets have been placed in the cases at the Divisions.

Division 4 Radio Hears Portlana

Coincident with the opening of trout season, other fish stories have come drifting in from the divisions regarding the exploits of the radio instruments which deliver sermons, bedtime stories, and horse race results to trainmen in the waiting room.

Division 4 has caught programs broad-cast from Portland, Oregon.

Leland Dye, draftsman of the electrical engineering department, who had charge of the installation, has been able to hear San Francisco and Oakland on the sets, so with this start the ambitions and imaginations should be sufficiently aroused to develop some real Radio stories.

THREE ACT COMEDY TO PRECEDE DANCE

Preceding the monthly dance to be held next Saturday in Foresters Hall at Tenth and Olive Streets, a three-act comedy entitled "High Finance," will be presented, according to Charlie Means, who is in charge of arrangements. This is expected to be one of the best entertainment features that has been presented for several months. A good attendance of employees of all departments, and their ladies is urged. The performance will begin promptly at 8:00 o'clock.

NEW LATHE PURCHASED

A new lathe, 12 feet by 22 inches has been purchased by the engineering department and will be set up in the machine shop at South Park. It will be used for turning armature shafts and car axles.

REVISED FORM SIMPLIFIES CONDUCTOR REPORT

Following an experiment with the use of automatic money counters at Division 3 which involved the use of a special trip sheet, the former system of having the cash receivers count the money by hand, has been restored because of a protest from trainmen that they did not have proper protection unless the money was counted in their presence. In returning to the old system Division Three has started the use of a simplified trip sheet which will be introduced at all divisions within a few weeks.

Saves Some Writing

On the new form, the motorman's name and cap number is not required as this information is carried on the mileage card.

Another feature of the new system is that conductors will not be required to use a new trip sheet for every car they work as long as they remain on the same line. This eliminates the necessity of making out a new trip sheet when a relay is ordered.

A column is provided for reporting the number of over-punched transfers which are turned in void.

Rules Shown on Back

Detailed rules governing the use of such sheets are printed on the back. Rule 13 says that all tickets must be cancelled when they are collected.

The receipt made out by the cash receiver will not be a part of the trip sheet. Separate pads of this receipt form will be available at the cash desks, and the conductor will fill out the blank as heretofore.

Librarian Rees Ill at His Home

Burt Rees, librarian of the company and a veteran in engineering service, is confined to his home at San Marino by illness. Several of his friends at the main offices have been out to see him and the last reports received indicated that he was showing improvement.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Think And Make Friends

THE last issue of A-Z-U-R-I-D-E contained an item about the book of street car salesmanship distributed by George Baker Anderson, manager of transportation, and which was made the basis of his recent inspiring talks to trainmen. An offer was made to mail the book to anyone interested and a large number of requests have been received.

One letter starts like this:

"I would like you to mail me your booklet on street car salesmanship and I would like to make a request of your motormen—if they must chew tobacco, don't spray the passengers with tobacco juice."

The introduction of that letter arouses a line of thought that should have the consideration of every trainman. The writer of the letter says specifically that he is not a crank who is opposed to the use of tobacco but very naturally found that the combination of this pleasure for the motorman, an open window and the breeze made by the motion of the car produced unpleasant results.

We can take it for granted that the motorman in question was in ignorance of the unpleasantness he was causing for no man would do such a thing deliberately. We can also take it for granted that all trainmen will give attention to this particular matter and conduct themselves so that no unpleasantness will be caused passengers, but back of the situation is a thought that concerns all phases of transportation service.

The public is interested in the conducting of transportation. It is interested to know what the company expects of trainmen, as is shown by the large number of requests for the book. The public is friendly because letters praising men for courtesy exceed those charging discourtesy. With the majority of customers in such a friendly frame of mind, excellent cooperation can be procured by trainmen who are quick to take advantage of the friendly relations. The use of tobacco in the style referred to is one of the ways in which a chance to win the friendship and cooperation of passengers is lost because of thoughtlessness.

The natural willingness to be friendly rather than start a fight can be developed to the fullest degree and the fullest benefit derived when every trainman considers what the passengers like, in giving information, calling streets and rendering other parts of service that will enable him to sell himself to the public and his employer.

The Success Family

THE EDITOR,
TWO-BELLS EDITOR:

Here is an article used by the firm I worked for in the east, which I think is in line with Mr. Anderson's talk, also would be of value to trainmen who think.

THE SUCCESS FAMILY:

The father of Success is Work.
The mother of Success is Ambition.
The oldest son is Common Sense.

Some of the other boys are Foresight, Perverserance, Honesty, Thoroughness, Enthusiasm, Co-operation. The oldest daughter is Character. Some of the sisters are Cheerfulness, Loyalty, Courtesy, Care, Economy, Sincerity, and Harmony.

The baby is Opportunity.

Get acquainted with the "OLD MAN" and you will be able to get along pretty well with the rest of the family."

Yours truly,

Condr. S. L. Anderson, Div. 2.

St. Peter was applying the test to see who deserved admission through the pearly gates. A flock of automobile drivers were being sorted out when a humble creature, fumbling his requisition for a pair of wings, was observed by the gatekeeper. "Come forward my man," said he, "and tell me what kind of automobile you drove?" The humble one spoke up:

"I did not drive an automobile. I drove a street car. I was a motorman in Los Angeles."

"What" said St. Peter "and you waiting among this crowd of road hogs? Orderly of the gate, pass this man at once."

T. H. M.—Div. 1.

"One Single Idea
May Have Greater
Weight Than the Labor
Of All the Men,
Animals and Engines
For a Century."

Ralph Waldo Emerson.

Kelly—"You know that girl reminds me a lot of a magazine."

Springfield—"Which one, 'Popular'?"

Kelly—"Nope. 'Everybody's'."

—Tiger.

BULLETINS

Issued May 26, 1924

BULLETIN NO. 95 Notice to Trainmen

Effective May 19, the south terminal of the Los Angeles Motor Bus Company's Griffith Park Line will be at Beverly Boulevard instead of at 1st and Vermont as at present.

This bus will loop around the block bounded by Vermont, Oakwood, New Hampshire and Beverly Boulevard. Conductors will so advise passengers and motormen will exercise due caution in looking out for the bus.

BULLETIN NO. 96 Notice to Trainmen

On Safety Cars and the 1200 type of cars having drop end windows, the front end windows must not be lowered at any time more than 4 inches from the top, as the lowering of these windows beyond that point creates entirely too strong a draft for the comfort of the passengers.

BULLETIN NO. 97 Notice to Motormen

At the terminal at Slauson and Santa Fe between the hours of 8 A. M. and 6:30 P. M. all regular scheduled line "V" cars must take the first crossover, heading through to the northbound track and take lay-over on this track, care being taken to stop cars so as to not block the entrance way to the Western Pipe & Steel Company or to the Kersey Pattern & Mfg. Works.

The southbound track will only be used for lay-over purposes by extra cars or cars from other lines scheduled to make a trip to this terminal during the peak load period, and then only when it is necessary to use this track in order to let a regular line "V" car out ahead.

BULLETIN NO. 98 Notice to Conductors Pass Lost

Pass No. 4026, issued to G. F. Cubberly, Motorman Division No. 1, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

P. B. Hill
Supt. of Operation.

Heaven and Gallant Conductors' Protect The Working Girl

HEAVEN will protect the working girl but why should not two gallant and courteous conductors assist.

Although it was received some moons ago, this letter has only just bobbed up for recognition in public print.

Read it and paint in the clear moon in a cloudless sky, the soft spring breezes whispering in the trees, a sweet smile and you can realize that a Camel can not monopolize the distinction of making a man walk a mile.

The conductors? Ah yes, Conductor L. J. Stephens and Conductor P. Aurey, of Division One.

Los Angeles Railway,
Gentlemen:

I am a relief telephone operator for the county and work until one o'clock some nights. Last night two of your men, cap numbers 1282 and 1690 walked about a mile out of their way to escort me safely home.

I thank them and you for the courtesy.

SUE FLOWERS,
1250 Ocean View St.,
Belvedere Gardens.

SUPERVISORS PICKED FOR VACATION RELIEF

Five men will act as vacation relief supervisors, according to a plan announced by W. B. Adams, director of traffic. Each man will be assigned to one division, and will thoroughly learn the duties of supervising each line of that division.

At the end of the vacation periods these relief men will in some cases return to train service at their divisions, but will be considered as the first available men for promotion to the rating of regular supervisor, as they will have had necessary training and experience.

To date, three of the men have been selected.

Motorman L. D. Champion of Division 4 will be the vacation relief supervisor for that division. Motorman H. T. Sanders of division 2 will handle lines on his division, and Conductor Floyd Monnier of division 2, will handle the lines of division 1.

Ry. Man Praises Supervisor Bruffett

Mr. Geo. Baker Anderson,
Manager of Transportation,
Los Angeles Railway,
Los Angeles, California.

Dear Sir:

You have in your employ a Mr. Griffith W. Bruffett, who used to be supervisor on East Second Street car line at night for two and a half or three years. He used to handle the street cars at the Santa Fe Railroad station at Second and Santa Fe Ave. A few days after taking up the work he had the street car service organized so that we had as good service as there was in the city. He handled his men nicely.

Mr. Bruffett does not know that I am writing you this letter. I heard he had been promoted recently to Chief District Supervisor. I was very glad indeed to learn of his advancement with your company. I found him to be a very capable man, of very keen judgment and quick to grasp the situation at once. I feel that you promoted a live wire and also a gentleman at any and all times, and a credit to your company. He is capable of further advancement. I felt that you should know his qualities while here.

JAMES W. BURKE,
Station Master,

Atchison, Topeka & Santa Fe R. R.,
2nd Street and Santa Fe Avenue.

Appreciation

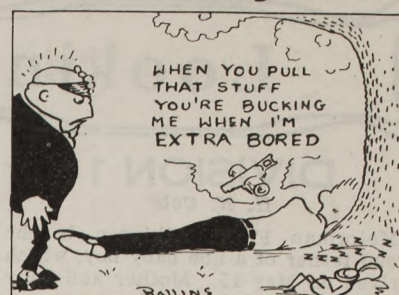
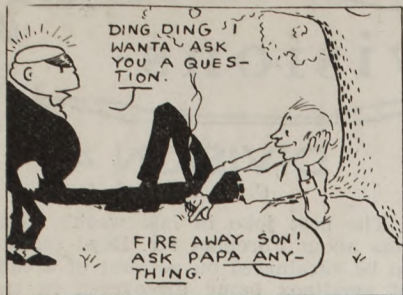
Co-operative Association,
Los Angeles Railway.

We wish to express our appreciation of your kind sympathy in our great sorrow caused by the death of Ezra Day.

Mrs. E. Day and Sons.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things (Hand Picked)

For Condr. T. E. Shanafelt, Div. 3 Los Angeles Railway.
Gentlemen:
I wish to let this company know that I have met an honest man and he works for your company. This 6 P.M., I boarded a West Adams car at Cimarron and handed the conductor a \$1.00 bill and received my change, dropped my nickel and was about to take my seat, when the conductor called me and showed me that there were two \$1.00 bills stuck together and handed me back one of them.
I remain, yours,
J. W. SCHMIDT,
2222 West 28th

For Condr. F. P. Huppert, Div. 1 Los Angeles Railway.
Gentlemen:
I am writing this letter in commendation of Conductor 330, with whom it was my pleasure to ride this evening.
I have ridden street cars in lots of cities and have ridden lots of them here, but it has never been my good fortune to ride with a conductor so pleasant and courteous, especially to elderly people.
Very truly yours,
DR. JAMES K. GLENN,
2808 West 9th St.

For Condr. W. C. Nation, Div. 2 For Mtr. G. W. Sharp, Div. 2 Los Angeles Railway.
Gentlemen:
We wish to inform you of the courteous department and tactful ability of Motorman 2937 and Conductor 2088 respectively. We believe it our duty to return such impartiality on their part and firmly believe that they are working for the company's interests.
We consider it a real pleasure to ride with such gentlemen.
Yours very respectfully,
AMY COX,
422 South Grand
FANNY ASHBY,
447 South Hope.

For Mtr. P. McGrory, Div. 4 Los Angeles Railway Co.
Gentlemen:
I wish to call your attention to Motorman 2163.
For a man that gives the courtesy and is as accommodating as he is to his patrons, it would seem the proper thing to bring the facts to the minds of those that could help in the line of promotion.
I ride on his car every night and am in a position to know.
Respectfully yours,
MISS FRANCES CLEASHY,
727 West First St.

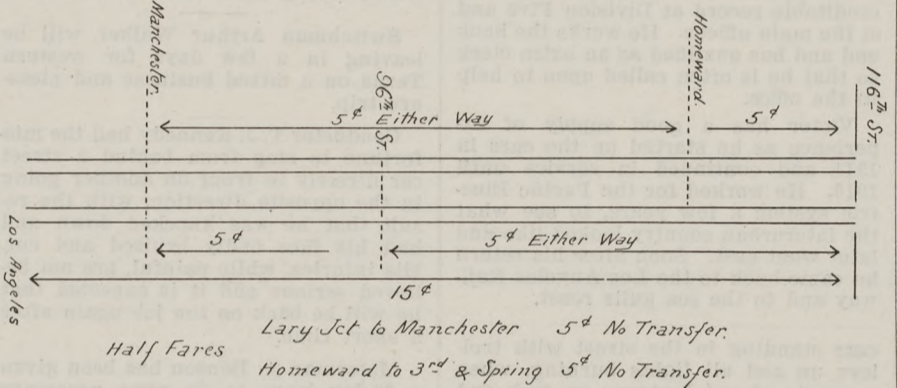
For Condr. F. Nelson, Div. 5 For Condr. B. Gardner, Div. 5 Los Angeles Railway.
Gentlemen:
I feel as if I want to write you and say that two of your conductors need commending for their courtesy to passengers. I do not know the gentlemen, who carry the cap numbers 742 and 762, but I do know that they know how to treat the people in a pleasant way and help passengers on the "M" cars.
I would not know them again, should I meet them, except for their kindness.
Very truly,
MRS. ARAMINTA DAVIS,
4125 S. Figueroa.

For Condr. E. W. Gray, Div. 2 Los Angeles Railway.
Gentlemen:
There is no doubt that you get a lot of complaining letters, but I think that people are to tell you also the nice things about your men. Last week, I think it was Friday, one of your elderly conductors surely did a kind human act—he not only helped a crippled woman from the car, but he also helped her across the street.
His number is 1730, car No. 171.
Respectfully,
MRS. LENA KNOPP,
932 West 69th St.

THROUGH MONETA CARS TO 116TH STREET JUNE 1

Effective June 1 a through service will be installed on Line "M" from Manchester and Moneta to 116th street. The same form of commutation tickets that are used on line "M" at the present time will be used. The only difference in handling this transportation will be in the 30-ride family commutation ticket, Form 4-30, from which conductors will take up both coupons when presented the same as at present on line "F".
The diagram will show fare limits between Manchester and 116th. The

same rules governing collection and handling of fares on line "F" will apply to this line.
Conductors on lines "M" and "F" will be supplied with the same form of hat checks as are now used on Line "E". The white check denotes 116th street on "M" and Delta avenue on "F"; the wine colored check indicates Homeward avenue on line "M" and Vermont Heights on line "F". When northbound, a passenger fare to the city will be given blue hat checks.



On The Back End (Contributed)

"I'm through with street caring after what the superintendent just said to me" muttered a crabby looking extra man as he made his way out of the trainmen's room.
"What did he say?" asked a sympathetic motorman.
"He said 'you're fired'" said the ex-extra.

According to reports, Condr. M. Casey and Motr. T. L. Stephens are taking all pinocle honors away from Condr. Henry Hazen and Motr. A. P. Williams. It seems that since Hazen lost L. O. Larson as a motorman and "pardner," he can't get his signs to work properly and hasn't won a game in two weeks.—E. C. Tyler

In last week's Two Bells, there was an account of a Div. Two conductor, who called up the Dispatcher and asked for relief on account of being too sleepy to work. We can go one better. A motorman at Div. One asked for relief because he was too cold to work.—Cole, Div. 1.

A pickled gentleman on a "U" car west-bound on Sixth Street staggered back to the conductor as they approached Figueroa St. "I shay, ole boy, do you (hic) go to Shiz-sh 'n Alvarado?"
"No, sir," answered the conductor.
"Well, shir," stammered the stew. "Then I'm—(blup)—I'm on the right car."

On a calm Wednesday evening, Mechanical Inspector McKay, having occasion to take two Crown Hill cars from Temple and Broadway to Division Four, decided to have a nice ride so he proceeded to Twenty-fourth and Vermont before heading for the car house, according to our voracious informant. Of course no one would accuse Mc. of getting lost.

Britisher (commenting on Los Angeles traffic conditions).
"The cars certainly ELMP down Broadway."
They sure do brother, and this elmp business isn't a radio broadcasting station either.

Motr. J. A. Wear of Div. 2 recently gave Cond. F. E. Wilson a good run to keep him in shape. Wilson had a slight accident at 5th and Olive on the "U" line and jumped off the car to secure the parties' names, but before jumping he rung up two bells and on turning around he tried to step on something that was not there. The last seen of Wilson he was highballing up the street car tracks in high gear towards 6th and Figueroa.

Minister, in restaurant: "How's the chicken today?"
Waitress: "Fine, "How's yourself?"—Exchange.

Div. 2 Leads Automatic Cancellation of Demerits

Divisions One, Three, Four and Five will have to take their hats off to Division Two for the best showing made in the way of automatic cancellations of demerits for the month of January, 1924.

This is proven by the fact that automatic cancellations show as follows:

There were 1192 cases of automatic cancellation of demerits for last January. Of this number 209 cases were at Division One, 330 at Division Two, 289 at Division Three, 180 at Division Four and 184 at Division Five.

This showing on the part of Division Two is exceptionally good, and sets a pace for the other divisions which will be hard for them to keep up with.

If the offense for which a trainman was demerited is not repeated within

three months, the demerits are automatically cancelled on the theory that the demerits serve as a reminder to the trainman and thereby accomplish the real purpose of the system, which is to maintain satisfactory service to the public.

On May 1 the girls in charge of the merit records began entering the cancellations of January demerits for these trainmen who worked three months without repeating the offense.

The girls who are concerned with the maintaining of the efficiency records seem to enjoy their work at all times, but they state that the most pleasant part is the entering of these automatic cancellations on the records, and therefore, out of consideration for the girls, if for no other reason, it is hoped that the number of automatic cancellations will increase.

Introducing New Men

The following men have been assigned to their divisions during the week ending May 17:

- DIVISION NO. 1
Motormen—F. R. Baldwin, J. F. Berry, G. Door.
Conductors—L. S. Cuddy, H. Bunes.
- DIVISION NO. 2
Motormen—S. D. McKinney, L. L. Stokes.
Conductors—P. Harmon, W. M. Boone.
- DIVISION NO. 3
Motormen—J. J. Walker, L. W. Dunlap, L. Hord, J. O. Carr.
Conductors—R. F. Eblen, E. Y. Daven-

port, J. C. Galloway, L. F. Wirtz, R. E. Davis.

DIVISION NO. 4
Motorman C. R. Donati.

DIVISION NO. 5
Motormen—L. K. Herman, H. G. Moore, E. Rhodes.

Conductors—L. C. Jones, G. W. McDonald, J. H. Maxwell, E. M. Fuller, R. Guthrie.

Little Willie—"I don't want to go to that damn school any more!"
Father (who is a bricklayer)—
"Why, Willie, where did you ever learn such a word as that?"
"Why, William Shakespeare uses words like that."
"Well, then, quit runnin' around with him."

Looking 'em Over at the Divisions

DIVISION 1

H. N. Cole

Motorman F. T. Atkinson is the proud father of a fine baby boy, which arrived on May 15. Mother and baby is reported as doing well.

Motr. G. F. Cubberly, who has been confined to his home since Jan. on account of illness is reported as improving. He lives at 319 N. Rowan St. and would be glad to have his friends call to see him.

Conductor P. E. Holt may not be opposed to the Japanese Exclusion bill, but it is a safe bet that he would vote to exclude them from the streets until they become safe and sane drivers of automobiles. Last Wednesday morning about 4:30, Holt was driving his new Ford coupe toward Div. One, when a Jap, evidently not liking the looks of his new machine, deliberately ran into him and almost demolished his car. Holt says there were no other machines on the street except his and the Jap's, and there wasn't room enough for the two, so the Jap tried to exclude him, but "why worry," says Holt, "Let the insurance company do that."

Last Monday morning, Motorman H. Raymond, who probably the night before had been reading Prudence Penny's "Helpful Hints For Hot Weather," in which she advises one to eat little and wear less, took one of the hints and left his coat at home. After working a while he came to the conclusion that he was rushing the season, so he asked the Dispatcher to send some one to relieve him. The supposition is he spent the rest of the day basking in the sunshine, anyway he appeared the next morning clad in a heavy sweater and his coat also.

Conductor C. C. Lee, being a single man, is fortunate enough to possess more than one pair of socks. Last Monday morning he jumped out of bed hurriedly, and while his eyes were still color blind from the night before, grabbed a mis-mated pair, and not until he became wise to the fact that he was attracting unusual attention, did he realize that he had put on one sky-blue pink sock, while the other was a dainty navy-green.

DIVISION 2

By R. C. Hoyle

This item was left out of last week's issue but they say "better late than never." The stork visited Cond. and Mrs. A. W. Finch and presented them with a fine baby girl. Mother and daughter both doing fine.

Motr. W. G. Ferguson returned from a short visit to Marietta Hot Springs. He reports business brisk up there. He was unable to secure reservations.

Motr. C. Pipes is switching in Ed. Forsythe's shift. Ed. is spending a few days on a hunting and fishing trip somewhere in the region of Big Bear Lake.

Motr. O. Daniels recently returned from a week spent in 'Frisco. He reports a good time but says he would rather be in jail in L. A. than free in San Francisco. Just the same, we are not going to argue the relative merits of hoozie gows in the two cities.

The re-employed men still return. This week we have Motr. M. C. Parker, who formerly worked out of Div. 3 as cond. and motr. Motr. I. McBroom, formerly of Div. 4. Motr. F. C. Wright, makes his third try at Div. 2.

Motr. O. B. Stevens suggests that these power saving instructors take a turn at jumping on the switchmen instead of the poor trainmen as they usually have at night a long string of

Who's Who



IN addition to a long name, Victor M. Muckenthaler packs a very creditable record at Division Five and at the main offices. He works the back end and has qualified as an extra clerk so that he is often called upon to help in the office.

Victor has a good supply of experience as he started on the cars in 1911 and continued in service until 1916. He worked for the Pacific Electric system a few years, to see what the interurban country looked like and later went east. Soon after his return he came back to the Los Angeles Railway and to the sea gulls roost.

cars standing in the street with trolleys up and all lights burning, when a couple of red lanterns on each end would do the trick.

The son of Motr. L. L. Stokes of Div. 2, was killed while crossing the street at 53rd and Main last Sunday. Div. 2 extends its sincere sympathy to his family in their bereavement.

DIVISION 5

E. C. Tyler

The customary welcome is hereby extended to two more returning Gulls, namely, Motorman G. C. Vaughn and Conductor J. H. Maxwell, both returning to service the past week.

Former Conductor F. Skarda was also in and stated that he was returning to the Roost.

The other morning our old friend, Conductor M. A. Watson (so the report goes) "looked at his watch and his watch was wrong" or "looked at his watch and looked at it wrong," it doesn't matter which, but anyway he came rushing into the division around 2:30 A. M. instead of 4:30 A. M. with a big growl about all the Owl cars being off time. How about it M. A.?

Conductor F. F. Menerich who was called east by the sudden demise of his father has returned and is working his run again.

Disregarding all foot and mouth disease regulations Conductor F. Adams took his dog for a ride at Venice the other night and upon completing the trip found the dog to be A.W.O.L.

Frank hasn't informed us whether he wants to offer a reward or not. Venice is a bad town for hot dogs.

Cash Receiver Carrigan informs us that Mr. George Baker Anderson's book on Salesmanship spells SUCCESS and states that if we do not believe it to turn first to the title which commences with "S," then to paragraph No. 12 commencing with "U," then to No. 4 for our first "C," then to No. 9

DIVISION 3

R. W. Reid

The instruction work on the new trip-sheets, the use of which was started last Wednesday, is being done by Conductors C. H. Deane and L. L. Sweet. The new trip-sheet can be used for as many as four cars, providing that all work is done on one Line, and as it has been simplified in other ways as well, it should prove very attractive to conductors.

Wedding Bells rang on May 15th for Conductor S. G. Wall, who was married to Miss Bertha Mack of Denver, Colorado. We wish them many years of wedded bliss. Many thanks for the cigars.

Conductor E. C. Campell is leaving on an auto trip to the northern part of the State. He expects to be gone eight days.

The spring fever got its clutches on Conductor C. E. Conner, which resulted in his obtaining a weeks' leave of absence. When asked what he intended to do during his vacation he answered "Sleep until noon every day."

Switchman Arthur Walker will be leaving in a few days for western Texas on a mixed business and pleasure trip.

Conductor T. J. Kennedy had the misfortune to step from behind a street car directly in front of another going in the opposite direction, with the result that he was knocked down and had his face badly bruised and cut. His injuries, while painful, are not believed serious and it is expected that he will be back on the job again after a short time.

Motorman A. Benson has been given a 60-day leave to do some necessary work around his home. Benson is a fine chap but as far as the WORK is concerned "We hae oor doots."

Conductor C. R. Certain has left on a month's trip to Iowa, and it is understood that somewhere on the trip he will say farewell to his bachelor days. Another good man gone — Oh, well, we were young ourself once.

for the second "C," from there to No. 15 for the "E" and No. 11 gives us the "S" and then to his concluding remarks beginning with our last "S" and which completes our aim S-U-C-C-E-S-S.

Motr. J. V. Field, who took a short leave of absence last week was back to work in three days, stating that laying around doing nothing except trying to amuse one's self was a whole lot harder job than running a street car.

Motr. E. W. Collingwood, who has been off for some time with an injured leg has returned to service during the past week. Condr. W. P. Kennedy, who has been off and in the hospital with diphtheria has recovered and is back collecting "jits" again.

Motr. G. W. Halsey has been granted a short leave of absence for the purpose of resting up.

Condr. F. Smith also left on a thirty day leave last week and expects to take an auto trip to the northern part of the state.

Motr. C. W. Bukey has also taken thirty days off to rest up and to do some work around his home.

Motr. G. Jacobson has taken a trip to Bloomington, Calif. and other points but expects to return within thirty days.

Our old and faithful fishermen of the Sea Gulls Retreat "Commodore" Conklin, "Skipper" Bill Stoll, "Tommie" Maitland, and Motr. A. L. Murray felt the call of the briny deep last week

DIVISION 4

C. J. Knittle

The best joke in last week's issue was about Foreman Mr. Boyd having to be vaccinated on account of a case of smallpox being discovered in the apartment house where he stays.

This week our heartiest giggle is attributed to the fact that the smallpox case was a false alarm.

Fourteen additional lockers have been placed in the locker rooms. Anybody need one?

Motorman P. C. Riggs, who started for the east in an ancient flivver two weeks ago is back already. The liz. broke down in the near distance and Riggs sold it "as is" for fifteen bucks. The money was used for a ticket to Los Angeles.

"C" line trainmen had a shake-up Wednesday evening. It was a quiet affair. No runs were added.

The most quiet trainman on "C" line is Motorman Kelly. As a lime-light dodger, Kelly is the bed bug's brassiere. But here's a little one that popped up. Kelly was pulling in his early night run the other evening about nine o'clock. At 5th and Hill, a personification of Methuselah who had been dispensing the gospel in Pershing Square hailed him with this: "Do you fellows go to the barn? Can't I get you to call your dispatcher and see if you can turn back here? Get next to yourself and give us a little service on this line."

Now that Major Martin has been found the standing army can sit down.

Clerk F. L. Ervin is being seen every day now at his old job on the safety cars. But do not think for a minute Ervin was demoted. Not at all, brothers. A little change of system in the office simplified the work and Ervin was placed back on the "extra clerks" list.

A pint of oil and three paint brushes, found but unclaimed, were returned from the Lost Article department last Monday.

Last Tuesday, Clerk Ellis, applied for and was granted three days off to paint and paper the interior of his home on 52nd Street.

Didja see the new "Two Bells" news box, fellows? The little black one proved entirely too small for an aggressive division like ours, but now you birds who have been bringing your news articles in a little late and been finding the box jammed full of notes from the earlier birds will be pleased to find a new and larger receptacle. Every item sent in, is published.

From observation we would say, "Spring has sprung." Clerk Roffee is beginning to study road maps—not of California and neighboring states as heretofore, but of the entire United States and Canada and if he intends crossing the line into anti-bition regions, we hope he'll drink a few for us.

TAKE NEXT CAR.

and consequently we all enjoyed some fine Barracuda upon their return.

According to some authentic information, two of our A-1 trainmen of Division Five ran from Hawthorne to 12th and Main Sts. the other day with their front fender up. Boys you'd better be careful or some day you'll turn up down town with a wheel missing.

The conductors of Division Five enjoyed some free sightseeing excursions last Tuesday and Wednesday, conducted by Instructor Grant Clear and Instructor Miller, who, incidentally instructed them as to the fare limits on the Homeward Ave. line.