

A Herald of Good Cheer and Cooperation Published by and for Employees of the Los Angeles Railway

## Many Old Timers Here Talk of The Free Lunch Days



An all-star cast, ladies and gentlemen. As you see them, left to right: E. E. Smith, C. Coover, W. G. Miller, T. J. Mooney, George Feller, A. W. McBain, J. C. Collins, P. V. Mann, F. A. Christy, W. H. Neighbors, E. L. Lewis, S. J. Beals, P. C. McNaughton, J. Gallagher, E. W. Yonkin, H. T. Scott, J. R. Hardin, W. E. Darby, C. L. Hanson, W. Z. Cleveland, E. C. Hickey, J. W. McElroy, J. L. Gough, R. E. Palmer, Geo. J. Armstrong, T. H. Birmingham.

The "Old Timer," with his reminiscences of early days with the company, has brought the limelight to bear on a number of loyal members of the group of old timers that have remained faithful to the company through many years of service and of progress. When a faded and torn seniority list of conductors and motormen, dated July 17, 1902, turned up in the office of "Two Bells" last week, a check was made of the 274 conductors and 285 motormen to see who of them was still in service, and it was found that 38 conductors and 52 motormen out of that list are still in the service of the Los Angeles Railway.

A number of them were able to get together for a picture the other day, and the occasion was one for much handshaking and talking over of the old days. It can't be said that brains

and good looks don't combine, for J. W. McElroy, George Feller, and F. A. Christy are among the best looking men of a fine-looking bunch hard to beat anywhere in the organization. E. L. Lewis, who is now vice-president and manager of the Los Angeles Railway Land Company, was in 1902 assistant superintendent. He can still call the "boys" by their first names, as few of them have been with the company longer than he. Mr. Lewis became superintendent in December, 1912.

### AN EASY ONE

Teacher: "Use 'cauterize' in a sentence."

Billy: "I knew she was mine the moment I caught her eyes."—Snow Hill (N. C.) Standard-Laconic.

## APRIL BOUQUETS ABOUND; COMPLAINTS NOT SO MANY

The lowest number of complaints since January of this year was received in April, and more commendations were received than in any month since December of last year. While there were 150 complaints in March, only 139 were received in April, a decrease of 11; and 63 commendations came in, a total of 12 more than in the preceding month. In December, 1925, 65 commendations were turned in, and that record was exceeded only once last year, when the number reached 68.

An appreciable decrease in the number of complaints for fare and transfer trouble is noted in the report for April, and other decreases in the cases reported of starting too soon, carrying passengers past stop, and dangerous

operation, helped to lower the total to a figure nearly as good as that of January, which was 136:

Classification	Mar.	Apr.	Loss or Gain
Discourtesy	42	43	+1
Fare and Transfer			
Trouble	48	40	-8
Starting Too Soon	7	4	-3
Passing up Passengers	7	9	+2
Carrying Passengers			
Past Stop	9	7	-2
Dangerous Operation	8	5	-3
Short Change	9	9	0
Miscellaneous	20	22	+2
	150	139	-11
Commendations	51	63	+12

## ANNOUNCE SEVEN PROMOTIONS OF INSTRUCTORS

Seven line instructors were recently promoted to other positions, permanent or regular appointment to be conditional on their liking for the job and fitness for it, according to Daniel Healy, chief instructor, who announced their names and promotions as follows:

- L. T. Staten, No. 2880, Div. No. 5, extra supervisor.
- J. Carlin, No. 2998, Div. No. 5, extra switchman to extra supervisor.
- G. L. Herter, No. 1053, Div. No. 3, line instructor to extra switchman.
- G. E. Dunphy, No. 898, Div. No. 3, line instructor to extra switchman.
- J. W. Tuberdyck, No. 1873, Div. No. 1, line instructor to extra supervisor.
- W. J. Millican, No. 2236, Div. No. 3, line instructor to extra supervisor.
- H. A. Redmond, No. 866, Division No. 3, line instructor to extra supervisor.

"I want to thank the above mentioned men for the excellent work they have done with students, and I feel sure they will be a credit to the departments they are now going into," the chief instructor said.

"If a man is appointed, for example, to the position of switchman, it does not mean that he has to remain there," Healy said, in explaining that the promotions are in line with the plan of filling all positions in the operating department from the ranks of line instructors. "If a man is willing to accommodate the company, he in turn should be given credit for his work. Experience gained in any position will be an advantage in another."

"As the places of the men mentioned above will have to be filled, I expect to call on certain men in the near future to fill them, and hope they will be ready for their examinations when called. Of course, only those who have made applications for position of line instructor will be called."

"It is gratifying to note that about 95 per cent of the line instructors prefer to be traveling instructors," Healy said, "but it will be next to impossible to accommodate all these men with their first choice. There are only a small number of men in the instruction department, and they all seem to be in good health. I may therefore have to ask you to take another job, although it is not your first choice, and perhaps a job you may think at first you do not like. However, after trying it out with a good will, you may like it a great deal."

Now we know the reason for such a swell in the ocean. Little George Sleppy of the Air department went fishing. George just weighs 98 pounds less than a ton. At that someone stepped on his arm and almost broke it.

## DIVISION THREE TO HAVE FIRST OF MEETINGS

The first of the new series of division meetings will be held at Division Three, May 24. W. B. Adams, director of traffic, and L. A. Recappe, superintendent of schedules, will address each meeting. The orchestra, (the same that we expect to announce next week as the winner of the well-known popularity contest) will provide a musical program before and after each meeting at every division.

Cooperation between the traffic men and trainmen to the common end of safe operation, will be discussed at length at the coming gatherings at the divisions. The necessity for close harmony and constant contact between the men on the cars, supervisors and others of the traffic department, is an important factor in maintaining efficient service and at the same time a safe service, and all trainmen are urged to attend at least one meeting of the series. Attendance records will be kept.

Following is the order in which meetings will be held at the five divisions:

Division Three	May 24
Division One	May 25
Division Two	May 26
Division Five	May 27
Division Four	May 28

## IMPORTANT NOTICE

The Investigation Department of the Los Angeles Railway, of which Mr. W. H. Van Volkenburgh is chief, is operating under the personal direction of the Manager of Transportation. All investigations made by that department are to be regarded as if made by the Manager of Transportation.

Mr. Van Volkenburgh and his accredited assistants have full authority to question any employe of the Transportation Department on any matter pertaining to that department, or to its employes in so far as their activities may affect their work or the morale of the department.

No employe thus questioned need fear that his position will be endangered or his rights interfered with in any way as the result of any investigation if he be found blameless in any matter under investigation.

GEORGE B. ANDERSON,  
Manager of Transportation.

## VACATIONS IN ORDER

Wilfred Grotke, stenographer in the office of the Chief Clerk of the Engineering department, is the first one from that office to take his vacation this year. Beginning Saturday, May 8, Wilfred will have two weeks' time in which he will take various short trips over Southern California.

## Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

### Selling The Stranger

**H**OTEL men predict the arrival of 75,000 visitors to the city during the coming months. Among the first persons a stranger meets is the street-car conductor. Here is a contact of enormous importance for the prosperity of the community. Many of these people are prospective settlers with money to invest. Their permanent residence is an advantage that will result in the welfare of everybody. The street-car man is a first line salesman whose conduct may be decisive.

"Knowledge of the art of creating and maintaining a demand for a man's service," to quote the classic little book on salesmanship by George Baker Anderson, "or the community he has for sale, is a fundamental of success in any line of endeavor. These elements of what we call 'salesmanship' learned in street-car work will be found of great value—." Among the topics discussed in this wonderful book which has been distributed by request to railway men throughout the country are those of courtesy, personal appearance, giving information, pleasing ways of handling the car by the motorman and many other practical suggestions for everyday use.

If you have not read this inspiring "Message to Garcia" lately it will pay you to renew your acquaintance with the wisdom and experience therein so forcefully set forth. It will be the best preparation for meeting the hordes you will soon be welcoming to our fair city.

### The Musings of an Old Timer

By George E. Ferguson

"I remember clearly," said the Old Timer as he took a fresh chew of his favorite plug, "when it was a common occurrence to see George J. Kuhrts, who is now our Vice-President and General Manager, taking a look through the telescope of a surveying instrument, and I have no doubt but what he, just like the rest of the surveying gangs, got some ripe, juicy verbal cussings from delaying cars while they were endeavoring to establish a grade. In the good old days, when rents were lower and a several course dinner was \$1.00 a plate, we can bring back to memory when G. J., who was the chief engineer, was much in demand at our \$1.00 per plate banquets, as toastmaster, and that he filled the position in an admirable way goes without saying. The increased amount of work that goes with the position that he now holds, does not allow him to participate in these former pleasures, but way down deep, we will be willing to gamble, there is yet a longing to go once more and enjoy just a little bit of play-time.

"Speaking of our General Manager," said the old timer, "reminds me of a pretty good tale told by A. K. Plummer, former Director of Traffic. 'Al,' as he is known to all, is just at present taking things a little easy. In his case it's another story like that of his predecessor, Frank Dennison, trying to burn the candle at both ends. The work that he did in the past reflects to his credit, but now he is paying the price. To get back to our story—It seems that Al had a very good friend who at that time was a driver of what was known as a beer wagon. Do you remember? Well, on a certain trip while traveling south on Main Street from old Eastlake, now Lincoln Park, this driver would drive alongside and slip Mr. Plummer a couple of quarts of well known brew. Al says that on this certain day who should get on but G. J. Kuhrts and some associates of the Engineering Department. This occurred at the Park terminal and Al says he began to get nervous right away. He hoped for a trolley break or a power delay but none came and as they approached the old Salt Lake crossing he saw his friend's outfit waiting patiently for him to arrive. He thought of running the railroad cross-

ing but with Mr. Kuhrts sitting immediately behind him he knew that he could offer no excuse for so doing, and as beads of perspiration began to run from off his brow he saw his friend on the beer wagon reach under the seat and produce the daily gift. Ye Gods, how he wished for something to happen to avert this friendly act, but nothing did; he looked away to the south but as they pulled up to the crossing his friend's loud voice boomed forth with, "What the hell is the matter with you—don't you want this?" In an apologetic manner he stammered, "Yes, sure," and reached out and took the two bottles and placed them back of the controller. He did not glance back, but instead gazed straight ahead, and a few moments later, when he who is now our big boss, got up to leave the car he leaned over to Al and remarked, "That little present you got back there goes mighty good on a hot day when you get home." And Al says he replied, "Yes, Mr. Kuhrts, it sure do."

### INSTRUCTION SYSTEM DETAILED

"Training Men for Service on the Los Angeles Railway Lines" is the title of an article by Daniel Healy, chief instructor, in the May issue of Aera, the monthly magazine published by the American Electric Railway Association. The article is a comprehensive survey of the system of preparing students for jobs as trainmen.

### Appreciation

Co-operative Association of Employees of Los Angeles Railway.

Dear Friends:

I am very grateful for the kindness shown to me at this time, by you all. It has meant so much to me that I can't find words to express my gratitude to you all. May God bless you all and your wonderful work. I appreciate very much the service and kindness shown to Mr. Klein and myself during his long illness. It has meant so much to me to get friendly words and visits of cheer.

Mr. Klein personally appreciated so much the visits from Mr. Orton, for each time he came he cheered him so much that he got so he looked forward to each visit. His visits were medicine in themselves. With grateful and sincere thanks,  
I am  
Sincerely,  
MRS. GEORGE KLEIN,  
1159 1/2 N. Ardmore Ave.

## BULLETINS

ISSUED MAY 10, 1926

BULLETIN NO. 65

Notice to Conductors

The following passes are reported lost:  
No. 1284, issued to A. Bartlett, Inspector, Way & Structures.  
No. 4029, issued to G. W. Allenby, Conductor, Division No. 5.  
No. 4405, issued to B. J. Collins, Motorman, Division No. 5.  
No. 6680, issued to W. K. Pierce, Conductor, Division No. 4.  
If presented for transportation, take up, collect fare, and send to this office with report.

*R. B. Hill*

### BUS BULLETINS

BULLETIN NO. 436

Beginning at once employees must discontinue the use of the toilet facility in the Oil Station located on the corner of Country Club and La Brea and will instead use the toilet at Warnicks' Drug Store on the southeast corner of same intersection.

BULLETIN NO. 437

Conductors of Double Deck Buses when stopping to let off or pick up passengers must satisfy themselves that no passengers are in the act of leaving the upper deck for the purpose of getting off the bus before giving the signal to start.

*J. Van Vranken*

### LINES "W" & "L" TO BE RE-ROUTED

New special work to be installed at Eleventh and Flower streets will make possible the re-routing of lines "W" and "L." Permission for this re-routing has been granted to the company by the Board of Public Utilities. The track department is now busy placing this special work, which consists of a three quarter grand lay-out, with curves east to north, east to south, and north to west. This lay-out was originally intended for use at Fifth and Spring streets but was never installed.

The "W" line will follow the old route from Rimpau over Washington street to Flower, north on Flower to Eleventh, east on Eleventh to Broadway, and north on Broadway through the tunnel, serving Garvanza just as it has always done. The West Eleventh or line "L" will come east, as it now does, from the Los Angeles high school to Flower, but will turn north on Flower to Tenth, east on Tenth to Main, north on Main to Ninth, and then north on Spring to Court street.

The routing of line "E" through the tunnel has had a tendency to decrease about fifty per cent the delay to north bound cars during the evening rush. The frequency of service will be the same and from the indication shown by the service on line "E" since the change in route, it is safe to say that each passenger will be saved about seven minutes of time. Routing the "W" line through the tunnel will eliminate 45 curves in the hour from five to six, at First and Spring, First and Main, Sunset and Main, and Sunset and North Broadway. This means that during this hour 45 cars pass over curves at these points. The new route will also eliminate 24 curves at this hour on line "L," at First and Broadway and First and Spring streets.

Schedules for the new routes are now being made.

Conductor on Fourth Street line: "Change for Gertrude."

Carpenter John Buxton was the guy that jumped up and said: "I don't know who the heck the girl is, but I'll give her a dime."

### A Younger Member of The Traffic Dept



You might know it runs, although there's no motor under the hood, for he runs it. He is Alvin Joseph Londreville, husky son of Leo Londreville, in the office of W. B. Adams, director of traffic. Alvin helped usher in the new year on the eve of January 1, 1923, and has helped run the Londreville household ever since.

### Dan Burke Proves a Bear For Punishment

Fellow benedicts say that Daniel P. Burke jumped out of the frying pan into the fire, as it were, when his recent marriage was announced. Maybe that's getting a little bit close to home, but the fact is that Burke, who is traffic man Number 7, and who has just recovered from burns received October 30, 1924, was married to Miss Minnie Hedman, of Los Angeles, April 19.

The news is a welcome indication, however, that Burke is back on the job again after his long stay in the hospital. Friends are again experiencing the old difficulty in distinguishing him from his twin brother, Hugh. They look so much alike that, on seeing Hugh in one place and Dan in another, people often wonder how in the world Dan, or Hugh, can be in two places at the same time. They are both traffic men.

Burke was injured by a fallen trolley wire carrying 2100 volts. It was in the middle of the track, and he was turning automobile traffic away from it. One car disregarded his signal and kept on going. The wire was thrown toward him, and struck his hand which he had thrown upward to keep the live wire from striking his face. The current grounded through his left foot, and both hand and foot were severely burned.

### Six Double Deckers For Green Bus Lines

An order for six new buses has been placed with the Fageol Motors Company and immediate delivery is expected. The new buses are to be double deckers and they have been purchased in conjunction with the Pacific Electric Railway for the use of the Los Angeles Motor Bus Company.

### REV. BROWN TO SPEAK

Reverend Bruce Brown, chaplain of the South Park Lodge will be the speaker at the Los Angeles Railway Square and Compass club monthly meeting Saturday night, May 15, according to W. T. Shelford, secretary of the club. Members are urged to attend and to bring fraternal brothers, as Rev. Brown is a well-known and able speaker who will have a valuable message to give the club. A business session will be conducted at the meeting, which will start at 8 p. m.

# Bouquets And Things (Hand Picked)

For Condr. E. E. Wilke—Div. 4  
Los Angeles Railway,  
Gentlemen:  
I rode home tonight on Pico car No. 430, west bound, at about 5:30 p. m. The car was overcrowded beyond all reasonable limits, passengers hanging on the steps and fenders and anywhere else they could get a foothold. In such distressing circumstances I want to commend to you the conduct of Conductor No. 3248. I don't know his name and I don't care a whoop! The point is he kept his temper, used every precaution to secure the safety and comfort of his passengers, especially the women, and handled every emergency with great good sense, with real executive ability and infinite patience.  
If you have any merit system I trust that this man will receive due recognition for this voluntary report.

Yours truly,  
ROBERT H. LANE,  
Asst. Supt., L. A. City Schools.

For Condr. F. J. Canning—Div. 1  
Los Angeles Railway,  
Gentlemen:  
Once more it is my privilege to call your attention to the excellent service of Conductor 1760. He is the only conductor who has taken pains to call points and note the lines of transfer. He was very efficient in his work, never failing to call every street on the entire route.  
We realize how you enjoy information of this sort and we are only too glad to give credit where it belongs.  
Yours for better efficiency,  
MRS. EDITH SIMOMAN,  
2801 South Hill St.

For Condr. R. T. Monteverde—Div 5  
Los Angeles Railway,  
Gentlemen:  
Number 576, "E" line, is worthy a long mark of credit for having on Saturday, April 24, 1926, very graciously set his stool for a little old lady. She happened to be my wife, but he didn't know it and was embarrassed when I thanked him.  
I am firmly resolved hereafter to keep you informed of every workman of yours who, in my presence, does his duty or more than his duty for the pleasure of others.  
Yours very truly,  
PHILOS COOKE,  
127 West Adams St.

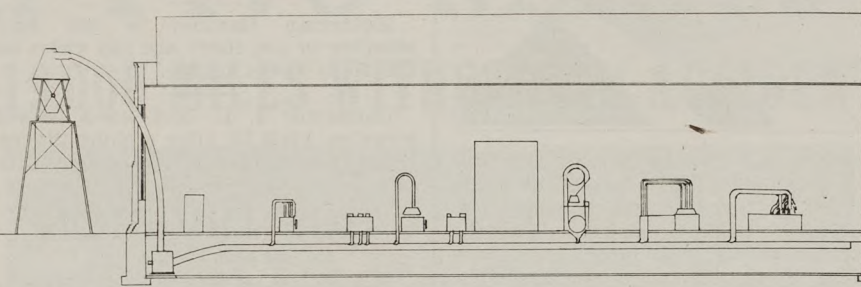
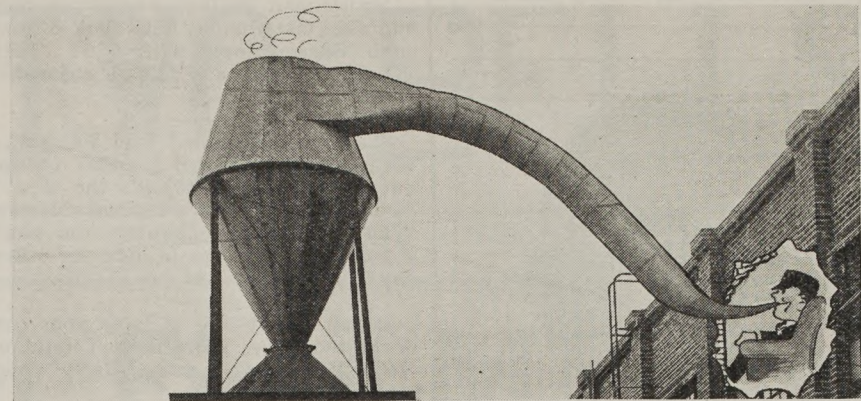
For Condr. W. J. Millican—Div. 3  
Los Angeles Railway,  
Gentlemen:  
A matter came to my attention this morning while riding to town on car No. 495—"W" line—in charge of Conductor No. 2236, which I believe is no more fair than you should know.  
If I am informed correctly, I believe it is the desire of your corporation to be advised of the treatment accorded to your patrons by your employes, and I wish at this time to commend Conductor No. 2236 for his very marked courtesy to those getting on and off the car. Also, that at each and every street he called out the name of same in a very loud and distinct tone of voice, and before we arrived at 7th he put me in mind of a station agent calling out the departure of the train and the various stops it would make, by calling out the various street car lines that passed 7th and Spring.  
The writer wishes to state that the conductor is not known to him, and I felt that it was only due justice to him that your office should be notified of his strict attention to his work, so that he may be informed that the general public is interested in his work.  
Yours truly,  
G. J. BADEN,  
Pacific-Southwest Tr. & Sav. Bank,  
6th and Spring Sts.

For Mtr. P. Wankier—Div. 5  
Los Angeles Railway,  
Gentlemen:  
Motorman No. 2941 on line "M" showed good service when he stopped his car on the wrong side of the street to let a gentleman, whom he saw running, get on his car.  
This impressed me very much, hence this letter.  
H. T. GLOYSTIN,  
1025 West 54th St.

For Condr. J. P. Evans—Div. 3  
Los Angeles Railway,  
Gentlemen:  
Permit me to report an incident very unusual on your street car service. I boarded an "E" car at 5:30 p. m., May 1st, going north at 5th and Broadway. Through mistake I handed the conductor a 25 cent piece, thinking it to be a nickel. I pushed my way in through a crowded car. As soon as opportunity presented itself between stops the conductor forced his way through the throng and tendered me 20 cents in change, much to my surprise. I am 70 years of age and have travelled all over the world and have never met with any incident to compare with that act as regards honesty.  
The conductor's number is 878—I do not know him and am not at all interested only the fact that honesty will eventually find reward.  
Yours respectfully,  
JOHN F. WHITTEMORE,  
294 North Ave. 23.

Little Miss Muffet,  
Who thought she would buffet  
The crowds in a car of L. A.  
Has found to her sorrow  
That not good tomorrow  
Is a transfer of symbol today.

# Prize-Winning Meerschaum Takes A Big Man To Smoke It



YOU may not recognize the photograph above, because the photographer had an imaginative camera. If it looks strange to you, take a second look and see if it isn't a picture of the big blower at the South Park shops which, by a system of vacuum pipes, keeps the floors of the mill free from sawdust, shavings, and other waste products of mill work. The sketch below is a cross-section of the pipe system as it enters the wall from the outside, and from a main pipe under the floor, branches to all parts of the mill.

The problem of sweeping the floor of the mill at the South Park shops used to be a big one. The old-fashioned method of using brooms to clear away sawdust, shavings, and other waste products of mill work caused the atmosphere to become heavy with fine particles of sawdust, and made thus a bad condition for the men working there. This condition has been done away with by the present blower system installed at the shops, by which all waste products on the floor are removed by vacuum.

After the waste matter is carried through the main pipe under the floor by the vacuum and into the huge "pipe" shown in the photo, it is allowed to fill the large tank underneath, shown in the sketch. From time to time the tank is emptied into a truck and carted away.

## Quizzes are Answered on Pale Pink Paper

Less than a third of the questionnaires on rules which trainmen, supervisors, and line instructors were required to fill out in April were up to the necessary standard, according to results estimated in the instruction department, where the questionnaires are being corrected. Not all of them have been corrected as yet, but so far 30 per cent have been fair, 30 per cent poor, and 40 per cent a failure.

Those who wrote the most in answer to the 12 questions averaged the least correct, according to Dan Healy, chief instructor. The questions were answered on all kinds of paper—everything from a restaurant napkin to violet scented pink stationery, and some individuals covered four or five pages in giving the information asked for; but the briefest answers, usually those covering no more than the back of the questionnaire sheet, were most nearly correct.

The questionnaires have been a success from the standpoint of the instruction department, inasmuch as the instructors will be enabled to get at the serious cases of misunderstanding of rules, and in every case the corrected questionnaire will be sent back to the individual for further study. Subsequent questionnaires will continue the basic plan of "quizzing" on the Rule Book.

## WITNESS CARD AVERAGE IS HIGH; DIVISION "5" LEADS

The highest average of witness cards per accident for a single division in April was 7.32, and was made by Division Five. That division seems determined to stay in the lead, as this is the third consecutive month that Supt. Ferguson's men have carried the high average. The average for the system was 6.10, which is .09 higher than in March. Division Four con-

tinues second highest with an average of 7.02 cards per accident, and Division One lowest with 5.08. There has been a decrease in the number of accidents, as the total of 1351 is 45 lower than in March, and the total of 1396 in March had been an increase of 52 over the February figure.

Following is the summary compiled by the claim department:

Division	Number of Accidents	Number of Witness Cards	Average Witness Cards per Accident
One	236	1198	5.08
Two	354	2022	5.71
Three	310	1783	5.75
Four	232	1628	7.02
Five	219	1605	7.32
Total	1351	9236	6.10

# On The Back End (Contributed)

WINNING THE SIXTY BUCKS

I've written a little verse or two,  
Tho' I'm not a poetry man,  
But it's all about your daily work,  
And the Credit and Merit plan.  
It's the way to keep your record up  
One hundred per cent or more,  
It's the way to win your bonus,  
When Christmas comes once more.

- DON'T oversleep the mornings,
- DON'T ever show up late,
- DON'T go to work untidy,
- DON'T try to work a fake.
- DON'T begin to grumble,
- DON'T start out with a grouch,
- DON'T start the car agoing
- By giving bells too soon;
- DON'T forget to be polite,
- If you should need more room;
- DON'T sit down in the danger zone,
- Always be on your feet;
- DON'T neglect the aged ones,
- But help them all you can;
- DON'T forget to offer your stool
- To a lady or poor old man.
- DON'T forget to answer questions
- In a manner gentle and kind;
- DON'T forget that courtesy pays—
- That's one thing bear in mind.
- DON'T leave your car unattended
- When at the end of the line;
- DON'T smoke upon the back end;
- DON'T leave ahead of time.
- DON'T forget to flag all crossings,
- And for freight trains always beware.
- DON'T forget the passengers riding,
- They are strictly under your care.
- DON'T forget to call Dispatcher,
- If an accident you should meet;
- DON'T forget the witnesses,
- Time accident occurred, and date.
- DON'T begin to grumble,
- If you're one hour late.

These hints, you may not like them,  
And think they're a lot of chuck,  
But DON'T forget it's things like these  
That win the SIXTY BUCKS.

—R. W. W.

### EVERYBODY HAS IT TWICE

I thought "E" to be the most unfortunate letter in the alphabet, because it's always out of cash, always in debt, never out of danger and forever in hell. But after I became better acquainted with "E," I found it was never in war and always in peace. It's the beginning of existence, the commencement of ease and the end of trouble. Without it there would be no meat, no life, no heaven. It is the center of honesty, makes love perfect and without it there would be no hope.  
—Motorman Harris, Div. 4.

On a Wilshire bus at La Brea and Country Club Drive a woman asked: "Is this the end of the line?"

Conductor G. E. Roberts: "Yes, Madam."

Lady: "Well, I suppose I will have to get up now while you turn the seats."—Flop.

Just another new idea in assuring oneself of leaving a street railway car at the proper place was brought to light in Pittsfield, Mass., by a Chinese. He was placed on a trolley car, bound for Lee, by a countryman, and under his arm he carried a small package. When the car reached the business section of Lee, he began to grow uneasy and attracted the attention of other passengers by his apparent nervousness.  
Suddenly the sound of an alarm clock gong trilled from the paper covered package. The Chinese shut off the alarm and signaled the motorman. It was time for him to get off.—Christian Science Monitor.

# Looking 'em Over at the Divisions

## DIVISION 1

D. B. Kohl

We want to thank the boys of this division for their help in securing votes for the Orchestra, and while we feel certain that everyone did the very best they could, the work of Conductor D. A. Van Dyke deserves special mention. Van brought in as many as 125 votes in one day, and he could always be counted on to run up the day's total.

L. R. Proulx, popular young conductor of Division One, is the proud daddy of a baby girl born on May 2, and Conductor Proulx says he is going to call her "May."

Conductor R. A. Fairbrother came in for a ten day leave to take his annual clam hunt at Pismo Beach. Fairbrother says he gets hungry for some real clams every so often so he has to go and fill up for another year.

Conductor R. W. Brigham, while soliciting for vote coupons from passengers on his car, was mistaken for a candidate running for some office by one of the passengers, who presented him with a big cigar. Brigham says he had a guilty conscience but took the cigar anyway.

Clerk R. A. James had the misfortune to be in an automobile accident Saturday. While driving home from work his car was struck by another machine at First and Alameda streets, turning his car over and damaging it considerably. He was only slightly injured.

Motorman F. F. Long, while fixing the roof on his house recently, fell from a ladder and broke his shoulder. He will be confined to his home for several weeks.

Conductor G. M. Wieman is taking a two months leave of absence to go to Portland, Oregon, to visit relatives. He intends to motor home, camping and fishing along the way.

## SHOPS

By Jack Bailey

New employes in Carpenter Department: Charles A. Nieman, J. C. Boap and C. F. Schall. That's more power to us.

"If I could just get her in my limousine," thought Mr. Hatch of the M. E. Office. But she was a He. This actually occurred to our friend Hatch and I don't believe he will be so kind to the fair sex that make eyes at him on rainy days from now on. This was a clever piece of masquerade and we sure got to hand it to the fellow for getting this old timer's goat.

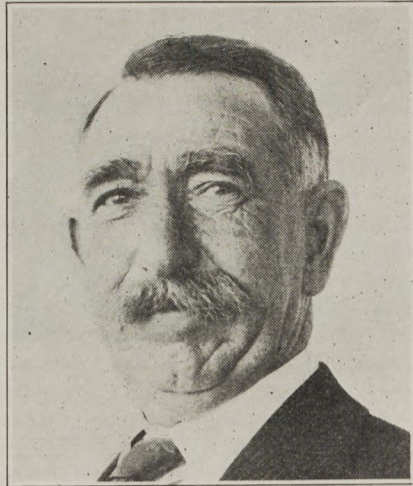
Philip Villalobos of the Fender Shed is the proud father of a big baby girl. This is a little late, but you remember the day the man gave away the "mail pouch" tobacco. That was in honor of Philip. Congratulations to Mrs. and Miss.

Stranger than fiction: No, Mr. Kushner. We don't want your pencils but please give us two of your nice cards.

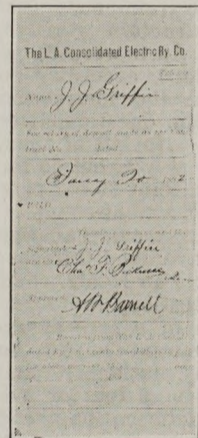
John Smith, chief watchman, was so proud of his mustache, but rumors began to go around that he was going to get a job on the police force and use it as a disguise, and sure enough the "old man" cut it off.

It was raining cob pipes the other day and when the smoke cleared they found Janitor Nick Costa with a whole pocket full. We wonder where they all came from.

## Who's Who



THE red moustache that has distinguished him through the years of his service still flourishes on "Johnny" Griffin's Irish face, as the picture shows. "Johnny" is making plans for an extended vacation trip, on which he and Mrs. Griffin will leave July 26 on the steamship Manchuria for New York, and before they return the following October, will visit good Irish friends in Baltimore, Washington, D. C., and Cincinnati.



The reproduction of Griffin's receipt for deposit on his equipment, dated in January, 1892, recalls the early days of the Company's history. Before entering the employ of the Company in that year, Griffin worked on the horse car and cable lines. He helped build the old L. A. Consolidated Electric Railways Company. Thirty years ago, May 11, "Johnny" broke in P. C. Mc-

Naughton as a conductor, and "Mac" loves to tell about the time a lady on the car remarked to him that "Mr. Griffin was such a nice man." Griffin has been a flagman since 1921, when he tired of taking in nickels as a conductor out of Division Two.

## DIVISION 2

H. F. Nelson

We regret to announce the death of the wife of Motorman G. Schultz, who passed away Sunday, May 2. The boys extend their sympathy to him in his bereavement.

Introducing new men at this Division: Motormen M. C. Miller and S. P. Johansen.

Motorman W. R. T. Hensley, who has been heading the Extra List for several weeks, has finally landed a regular run on the "U" line. Suppose he will be trading his sedan for a bicycle now. The other men wanted to know if they'd move up two.

Cash Receiver McAdams blossomed out in a new STRAW Monday afternoon, so the season must be OPEN.

Our minds are like certain vehicles; when they have little to carry, they make much noise, but when heavily loaded they run quietly.—Wm. F. Vellage.

## DIVISION 3

Dan Hanley

Switchman Walker went on a fishing trip last Sunday and took Motorman Sasse along with him. They caught the limit and had an enjoyable time.

"Look here, Myrtle," said Motorman Mahood, as he fished a collar button out of the pot-pie, "what's the idea?" "Don't mind that," replied Myrtle, "you didn't see a changer, did you? A conductor lost one in here the other day."

If you would like to have your car decorated, see Motorman Cimmino. He will loan you some pretty good material.

Motorman Gardner is not sure whether or not there are any poles on the Macy street bridge.

Conductor J. L. McConnell passed away on April 29, after a short illness. Death was due to general peritonitis.

## BUS DIVISION

Elmer Wood

Operator M. M. Lauder has returned after an absence of twenty-seven days because of illness. Sorry, I didn't get word of your return sooner, Lauder.

Word has just been received from P. F. Murray, who is in Seattle, stating that he was having a great time and desiring an extension of thirty days which was granted.

Conductor C. W. Lewis has resigned.

Operator S. Parker is on a thirty day leave.

The latest hair-cut for the summer season is now on display by Operator T. G. Hunter and Conductor L. W. Walters of the Wilshire line. Its the kind that reminds you of a convict; you know what I mean.

Again Operator C. E. Holcomb's name goes down in the column of notoriety. This time he was caught picking roses on Manchester avenue and boasting that they were given to him by a passenger. But I am told that he is jealous of Operator M. E. Dudley on the same line, who receives roses regularly. I also heard that one day after Dudley received his rose he gave it to another passenger in the presence of the first passenger's mother which would make things rather hard to explain.

W. Decker and C. Marine of the garage office are recuperating from a recent trip to Tia Juana.

"False teeth" is the subject this evening. If you will notice, Operator M. H. Jellum on the Figueroa line talks the least possible. Don't make him laugh or smile because he hasn't any teeth, but he isn't the only one. "Scotty" of the garage broke his last week and likes to be by himself as much as possible. Now this is a very embarrassing subject to talk on, but we wanted to give the boys a little sympathy, you see.

E. J. Richards, bus conductor, wants all the boys of the Bus Division to know that the flowers, sympathy and kind assistance which they gave him on the occasion of his wife's recent death, are deeply appreciated by him and by Nona B. Hileman.

Introducing new men: Operators A. E. Brumet and B. Fowler.

## DIVISION 4

C. J. Knittle

This is radio BLAH, broadcasting from the roof of the switchman's shanty, 903 Trolley Alley, Loce Ahngeles.

The great Kreisina is back, lads and lassies. Kreisina, F. J.—commonly a motorman—notably a rider of the rods.

On April 5, Kreisina took a ninety-day leave to go to Montana. He was going to show us the folly of paying train fare. He had ridden the rods too often to think of throwing away money like that.

So he left; but ah! In two weeks he came back! Gossip has it Frisco was his farthest point north. He was kicked off so many times, the trip was abandoned. Yea, verily, our prodigal son had become so discouraged he sold his watch and rode back on a passenger train.

Conductor Osting has fallen in love with a movie actress. That is as interesting as the cow that fell in love with a Bull Durham advertisement.

Stenographer Benedict and Clerk Driggs spent last Saturday afternoon and Sunday on their gold claim in Kramer.

A "P" car was eastbound on Pico street and nearing the business district. The seats were all occupied and a man was standing in the center section. When the car swerved around the curve at Pico and Broadway, he landed on the lap of a big, fat woman. "Get out of my lap, you clumsy Swede," she shrieked.

"I beg your pardon," he replied, "but I am not a Swede. I am a Laplander."

Motorman Drake reports his happy little home was blessed with a baby boy last Tuesday morning. Ev'body smilin'.

A fishing party composed of fifteen trainmen hied to Redondo Thursday, April 29, and brought back almost enough fish to satisfy the appetites of Division Four's four hundred fish eaters. Conductors Lowen and MacKenzie were the leading spirits of the event.

## DIVISION 5

Fred Mason

Thanks for the coupons.

First again in witnesses, boys. That's three times in a row. Keep up the good work.

Jim Morton, when asked what laundry he sent his collars to, replied, "I sharpen my own."

Motormen "Red" Gurley and O. Burgess have taken a 60-day leave of absence and are motoring back to Missouri.

Conductor "Sy" Perkins, who has been on the sick list for over a month, dropped in to see us last Tuesday. "Sy" is not feeling well enough to resume duty yet and is going to take a trip to his home in Texas to recuperate. Good luck to you, kiddo, and hurry back.

Motorman E. J. Bloodworth has taken a 60-day lay-off to visit his sick mother in Augusta, Ga.

Jack York still says "Watch Pittsburgh." You can't hear him when he says it and if you could you couldn't understand him, so outside of that everything is O. K.