

TWO BELLS

VOL. V

APRIL 6, 1925

No. 45

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

Edited by J. G. JEFFERY, Director of Public Relations

FAIRVIEW HTS. BUS LINE PROPOSED

Application has been made by the Los Angeles Railway to the city trustees of Inglewood and the state railroad commission, for permission to operate a bus line through Fairview Heights, with one terminal at the end of the "M" line street car route, at 54th Street and Mesa Drive, and the other terminal at the edge of the Inglewood business district. A straight five-cent fare with no transfers and a 20-minute service from six A.M. to nine P.M. is proposed.

The route suggested is as follows: Commencing at 54th Street and Mesa Drive, via 54th, Rimpau, 60th, Gay, Hyde Park Boulevard, Centinella Boulevard, Market, Hawthorne, Commercial, Regent, and making a terminal loop around Market, Queen and Commercial Streets in the Inglewood business district. The date on which the service can be instituted is dependent upon improvement of a part of 60th and Gay Streets.

WHY DAD WEARS HIS

"Yep, I had a beard like yours once, and when I realized how it made me look, I cut it off."

"Well, I had a face like yours once, and when I realized that I couldn't cut it off, I grew this beard."

Blower Will Cool Sentous Transformer

Work is to start soon on installation of a blower to cool the transformer of Unit No. 1 in the Sentous substation. Some of the material has been delivered at the station. The equipment will take in air from the outside and deliver it to the machine through a passage-way under the floor.

A professor of music was asked to decide on the relative powers of two vocalists whose talents existed entirely in their own imagination. After hearing them he said to one: "You are the worst singer I ever heard in my life."

"Then," exclaimed the other, "I win."

"No," answered the professor; "you can't sing at all!"—Marseilles Gros Pied.

For Brevity In News, Try Our Accident Reports

ON METROPOLITAN newspapers, the telling of a story in the fewest possible words has become a fine art. But Dan Hanley, scribe of Division Three, offers the cigar that was given to him April 1 to any brother of letters who ever sent news copy to a linotype slugged "rush for sports edition, head to come," that excels in brevity and punch the following extract from an accident report:

"Lady tore her dress slightly. Passenger loaned her his coat. No damage to car."

New Car Arrives; "Like a Setting Hen" says Collins

The new car, No. 2501, which was described in last week's Two Bells, has been delivered and is at the South Park Shops.

During the installing of electrical and air brake equipment the car has been inspected by representatives of various branches of the operating department. The car having a lower floor than is used on the cars now operated and being equipped with folding steps, John Collins, supervisor of safety, says it reminds him somewhat of a setting hen, but he is enthusiastic over the safety features.

WIFE'S PRECAUTION

"Darling, before you go to bed, spread some newspapers on the floor in front of the fire so the sparks won't get on the new rug."

Cars for Easter Sunrise Service

Cars will be operated from all parts of the city to the Coliseum in Exposition Park for the Easter sunrise service, April 12, at 5:15 A.M. Schedules of this service are to be posted in the cars and most of the runs will be routed direct to the Coliseum, providing a quick service for all districts.

ONE ON HIM

Passenger (from car window)—Hey, you darn fool, here goes the train and you haven't put my baggage aboard.

Porter—You're the darn fool; you're on the wrong train.

Courtesy Reaches New High Mark In Serving Millions With 33 "Kicks"

GREATER courtesy was shown on the cars during March than in any month since December, 1921, according to the monthly summary of complaints and commendations.

Only 33 charges of discourtesy were made against trainmen during the month. This low mark was equalled in May, 1922, but the nearest month showing a better score is December,

1921, when only 28 discourtesy complaints were made.

Commendations totaled an even 50 for March.

Due to an increase in the "fare and transfer trouble" classification, the total of 140 for March exceeds the total complaints of February by 10, but this figure is 14 less than the January report.

The detailed summary is as follows:

Classification	Feb.	Mar.	Loss or Gain
Discourtesy	45	33	—12
Fare and Transfer Trouble	36	49	13
Starting Too Soon	6	2	—4
Passing Up Passengers	5	8	3
Carrying Passengers Past Stop	7	11	4
Dangerous Operation	5	6	1
Short Change	6	1	—5
Miscellaneous	20	30	10
	130	140	10
Commendations	51	50	—1

Five Cars, Orphans of the Storm, (Sewer) Shuttle at End of Moneta

Five lonely looking street cars are on detached service between Manchester and 116th street on Moneta as orphans of the storm, or rather of the storm sewer. Following the course of empire, which is supposed to be westward, the big sewer project steered its romantic path toward the Moneta car line, and kept going. It was necessary to send five cars to the far end of the line with emergency rations enough to hold solid behind the trench.

Three cars are used in maximum service carrying passengers between 116th street and the big ditch at Manchester. There passengers transfer to the cars that run to and from the big city. It is probable that shuttle service will be necessary for some time so the extra two cars were sent into the far country for emergency use in case of trouble.

The crews come home at night, leaving the cars behind them.

School Schedules Effective April 6-12

Los Angeles city schools will be closed from April 6 to April 12 for spring vacation. Holiday schedule will be operated on Line "B" and all school trips will be cancelled during the above period.

A WEALTHY INVESTOR

Little Freddie—Huh, my father's richer than yours. He's rich enough to buy all of New York.

Little Eddie—That's nothing. I heard Pa tell Ma this morning he was going to buy New York, New Haven and Hartford.

BE YOURSELF!

De sunflower ain't de daisey,
And de melon ain't de rose,
Why is dey all so crazy
To be sumfin' else dat grows?
Jes stick to de place you're planted,
And do de bes' you knows;
Be de sunflower or de daisy,
De melon or de rose;
Don't be what you ain't,
Jes you be what you is,
If yo're just a little tad-pole,
Don't try to be de frog;
If yo're just a little pebble,
Don't try to be de beach;
When a man is what he isn't,
Den he isn't what he is,
And as sure as I'm a-talkin'
He's gwine to get his. —Anon.

Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

Use The Help Offered

THE attention of trainmen is directed to the article in this week's Two Bells, written by C. M. McRoberts, general claim agent, concerning the state law on payment of compensation to employes for injuries sustained during their work. The article was prepared by Mr. McRoberts to dispel the uncertainty that seems to have existed in the minds of some employes in regard to application of the measure.

Two Bells is intended to give employes information regarding their work, but it is surprising to note the number of cases reported by superintendents in which men will claim ignorance of instruction that has been printed in Two Bells. Every effort is put forth to make the publication interesting, but it is not intended to be four pages of entertainment material week after week. Trainmen should read every issue of Two Bells, realizing that the instruction contained therein is for their benefit.

Working With A Leader

The arrival of the new car, Number 2501, which is equipped with folding entrance and exit doors and steps, and embodies several new features calculated to be of particular convenience to passengers, is of considerable interest to the entire organization. It is intended that this car shall be operated on various lines and detailed observation will be made of the speed with which passengers board and alight, the comment of passengers on the seating arrangement, and the mechanical features. These observations will be the basis for placing future car orders.

The purchase of the new car gives renewed indication of the policy followed by this company to procure the most up-to-date equipment and to be a leader, not a follower, in the electric railway industry. The development of automatic sub-stations and unification of motor bus and street railway transportation have been typical of this progress. Further proof is given by the purchase and construction of large numbers of cars in the past few years.

There is much more pleasure in being associated with a leader rather than a follower and it is an inspiration to catch the spirit of progress and to deliver the high standard of service that is befitting this company.

Help The Strangers

THROUGH the printing of a coupon in "A-Z-U-R-I-D-E", offering the new route book and map to patrons of the Los Angeles Railway, 4035 books have been distributed to individuals requesting them. The issue of "A-Z-U-R-I-D-E" containing this coupon was on the cars only 15 days and the fact that more than four thousand people wrote for a book, in addition to the hundreds who procured them from information bureaus and downtown stores, which are kept well supplied, shows that there are a large number of daily passengers who are not familiar with street car routes except in a general way.

Los Angeles is a city which entertains thousands of visitors and this necessitates trainmen being particularly watchful for the needs of passengers. A visitor in a strange city naturally looks to a street car man for accurate and courteous information. The trainman who is riding back and forth over the same line day in and day out, and knows the names of the streets back and forth, must never lose sight of the fact that the arrangement of streets and car lines may be more or less of a jumble in the mind of the person who is paying his nickel.

BUS FLAGMAN WAVES GREENBACK PRINCIPLE O. K. BUT TEST FAILS

FLAGMEN are provided with a green flag and it seems to serve the purpose for which it is intended, satisfactorily, but John Doerr, conductor on a Wilshire double-deck bus, substituted a "green back" for the green cheese cloth with rather disastrous results. The color idea was right, but that was all.

The double-decker was being delayed by a traffic tangle when John jumped out in front and began to motion the automobiles this way and that to clear away passage for his bus. He happened to have in his right hand a dollar bill, which had been handed to him recently. Just as he was getting the tangle cleared up, some low form of animal life flicked the dollar bill from his hand and disappeared in the gathering gloom.

BULLETINS

Issued April 6, 1925

BULLETIN NO. 53
Notice to Conductors

Public Schools will close for Easter Vacation for one week, beginning April 6th, 1925.

Do not honor school tickets from April 4 to April 12 inclusive.

BULLETIN NO. 54
Notice to Conductors
Passes Found

The following passes have been recovered:

1267—belonging to D. Ramirez, Blacksmith Helper, Way and Structures Dept., Bulletin No. 39.

6060—belonging to W. L. Sullivan, Motorman, Division No. 1. Bulletin No. 47.

BULLETIN NO. 55
Notice to Conductors

The following passes are reported lost: 1430—issued to O. G. Reed, Yardman, Line Department.

4641—issued to C. M. Evans, Motorman, Division No. 3.

7043—issued to S. S. Douglass, Safety Operator, Division No. 4.

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

BULLETIN NO. 56
Notice to Trainmen

When southbound on Maple Avenue at 24th, passenger stop must in all cases be made before passing the property line.

This on account of the fact that when cars run by the property line, they interfere with fire apparatus should it be obliged to leave the Fire House.

BULLETIN NO. 57
Notice to Trainmen

Cars at McKinley and Vernon, and especially those turning from east on Vernon to north on McKinley Avenue, must not be stopped in such a position as will block the entrance to the gasoline station located on the northeast corner.

In every case, car must be pulled far enough north to avoid blocking this drive way.

BULLETIN NO. 58
Notice to Conductors

The following passes reported lost during the months of January, February, and March, 1925, have not been recovered: 1227, 1264, 1430, 1490, 2256, 3103, 3279, 3296, 3616, 4136, 4180, Track Badge M-131, 4641, 4685, 4780, 4808, 4838, 5024, 6181, 6445, 6490, 6503, 7043.

R. B. Hill
Superintendent of Operation.

BUS BULLETINS

LOS ANGELES RAILWAY
BUS DIVISION

BULLETIN NO. 234 March 26, 1925

Operator of the substation at 58th and Figueroa Sts., will permit the use of the telephone at this place for Los Angeles Railway Bus Division purposes only, but not for any other purpose.

Therefore this telephone must not be used except in connection with the operation of the Figueroa St. bus line.

Violation of this rule will result in the using of the telephone being taken from us.

BULLETIN NO. 235 March 26, 1925

Operators and conductors must wear their caps while on duty.

BULLETIN NO. 236 March 26, 1925

Conductors operating double deck buses may take gasoline when it is absolutely necessary, from the gas station located on the northeast corner of Wilshire Blvd. and LaBrea Ave.

Conductor will check the amount of gas taken, and must not exceed ten (10) gallons at any one time, and secure from the proprietor a slip showing the number of gallons taken, and will turn this slip in to the Garage Foreman at 16th St. (Bus Division).

When it is necessary to take gasoline, it must be done without passengers aboard of the bus.

BULLETIN NO. 237 March 26, 1925

TO ALL OPERATORS
AND CONDUCTORS:

New men entering the service will be allowed an advance on their pay when it is absolutely necessary and no other arrangements can be made.

After employes have been in the service long enough to draw their pay on two regular pay days, they will not be

HILL DIRECTS PROGRAM FOR STATE RY. MEET

R. B. Hill, superintendent of operation, is in charge of the program for the semi-annual meeting of the superintendents committee of the California Electric Railway Association, which convenes in Sacramento, May 8 and 9.

George B. Anderson, manager of transportation, is to speak on "traffic congestion" and F. Van Vranken, manager of the motor bus division and the Los Angeles Motor Bus Company, will speak on "motor coach operation."

CARS PROTECT WARY PEDESTRIAN

Street cars are useful for "running interference" for passengers who have to cross the street as well as for carrying them to and from their homes, according to comment in "The South Park Bulletin," a newsy community newspaper of the Southwest district. The paper refers to the difficulty experienced by pedestrians due to the absence of police traffic officers and says:

"We say we have no traffic officer; we do not include the L. A. Railway cars. Without these cars it is doubtful, during rush hours, that the traffic would move at all or pedestrians could get across the street. It is only these cars on the South Park line and the Vernon line that untangle the traffic mess. As the law forbids machines passing a street car while it is stopped, it gives a chance for the other line of machines blocked for a block or so, a minute or two right of way. The L. A. Railway should be given a vote of thanks by the South Park residents and the motorists who use the two avenues, for assisting in the traffic regulation."

FOR SALE

House at 3569 Beswick St. Four rooms and bath. Garage. Cement driveway. Fenced-in back yard. Call at property. Equity Eight Hundred Dollars. Balance due Los Angeles Railway Land Company, payable Thirty-eight Dollars per month. See C. E. STEVENS, Conductor Div. 1, regarding equity.

permitted to draw advances on their salaries, except in the most urgent cases. Each case on application will be given due consideration.

BULLETIN No. 238: March 30th, 1925

Bulletin No. 234 is hereby cancelled, and beginning at once operators and conductors will not be permitted to use the telephone in the substation located at 58th and Figueroa Sts., but instead will use the company telephone at 54th and Figueroa Sts.

The toilet located in the substation on the northeast corner of 58th and Figueroa Sts. must not be used, instead of this however, a toilet and drinking fountain is located in the rear of the substation on the southeast corner, which may be used.

Please be governed accordingly.

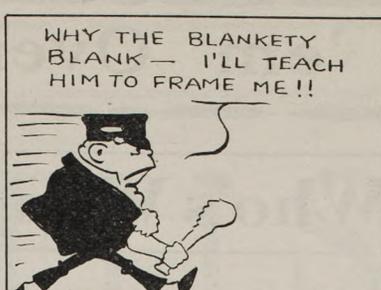
BULLETIN NO. 239 March 30, 1925

A new Sunday schedule for North Lincoln Park Ave. bus line becomes effective March 29th, 1925.

F. VAN VRANKEN,
Manager.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

For Condr. J. C. Allison, Div. 2
Los Angeles Railway.
Gentlemen:
As a regular patron of the Los Angeles Railway, I am taking the liberty of sending a note of praise of one of your conductors.
My business takes me to the congested districts of the city each day and for some time I have been making the same car. I have often thought and have heard others remark with what wonderful ability Conductor 2682 handles his overcrowded cars, such as we have on the "U" lines.
Yours respectfully,
A. J. RAINEY,
Dept. of Public Service,
Room 305,
207 So. Broadway.

For Condr. C. E. Lange, Div. 2
Los Angeles Railway.
Gentlemen:
On November 17th a conductor on the Heliotope and Maple Avenue line very kindly gave me a stool, as the car was so full I could not get a seat. He also helped me alight at New Hampshire Avenue.
I am 79 years old and walk with a cane.
Very truly yours,
MISS A. M. GRANGER,
4106 Rosewood Ave.

For Condr. D. A. Mitchell, Div. 4
Los Angeles Railway.
Gentlemen:
Permit me please, to inform your office of an act of unusual courtesy by Conductor No. 1592 on the "P" line.
I boarded the car at First Street and Broadway, and he very graciously assisted me, as he did others, then stepped inside the car and asked some people who had several very small children who were occupying several seats, if they would kindly hold the children and make room for the passengers who were standing. I am sure the kindly way in which he spoke could cause no offense.
Very truly yours,
MRS. C. DEICHMILLER,
3520 Wilshire Blvd.

For Condr. E. M. Park, Div. 4
Los Angeles Railway.
Gentlemen:
I wish to say that Conductor 1224 is among your fine men. He is very courteous to everyone. I noticed how he helped a crippled man on the car and also others who needed it. He answered numerous questions, always politely, and called the streets so plain, which surely is a great help.
Yours truly,
MRS. L. W. TUCKER,
1803 1/2 East Vernon.

For Condr. A. Wenzel, Div. 1
Los Angeles Railway.
Gentlemen:
I wish to call your attention to Conductor 718 of the West Jefferson line. Yesterday, when a little girl appeared on two crutches waiting for the car, he helped her on gently and later helped her get off.
Respectfully,
MRS. LAURIE K. HAYGOOD,
3672 Fourth Ave.

For Condr. M. Bixler, Div. 5
Los Angeles Railway.
Gentlemen:
I want to report one of your kind and courteous conductors. I have noticed him several times—always ready to help—especially ladies with children and elderly people. The last time I noticed him was on February 28, on the "M" car No. 1305, about 5 P. M. Conductor's number is 2242.
I have had many occasions to report discourtesy on the part of other conductors but have never done so, but am very glad to send in this report of a real gentleman.
Sincerely,
CORA WARD
456 West Santa Barbara.

Claim Agent Explains State Compensation Law

By C. M. McROBERTS
General Claim Agent

For the benefit of all employes of the Los Angeles Railway Corporation, and especially for the benefit of the new men entering the service, I have thought it best through the columns of Two Bells to briefly explain some of the most important provisions of the workmen's compensation, insurance and safety laws of the state of California.



In 1913 the legislature of the state of California passed the workmen's compensation, insurance and safety law and later legislatures have amended it in several important particulars. The act provides among other things for a certain compensation to be paid by employers to employes where the said employes are injured in the course of their employment, irrespective of the fault of either party.

Stripped of its legal verbiage, the law provides that an employe is entitled to compensation from his employer where at the time of receiving his injuries the employe and employer are subject to the compensation provisions of the law, and where at the time of the injury the employe is performing services growing out of and incidental to his employment and is acting within the course of his employment.

Must Be Sustained in Work
The injury must be proximately caused by the employment either with or without negligence and not be caused by the intoxication of the injured employe or not be intentionally self-inflicted. The law provides that where the injury of an employe is caused by the wilful conduct of the injured employe, then his compensation shall be reduced one-half. By this law certain classes of employes are excluded from its benefits, but that is not necessary to go into here, as it does not affect employes of the Los Angeles Railway Corporation.

The law further provides that a disability payment shall become payable on the eighth day after employe leaves work as result of his injury, and this payment shall consist of 65 per cent of the average weekly earnings of the injured person, and said payment shall be for one week in advance and these payments continue during the period of disability.

For Condr. C. L. Adams, Div. 3
Los Angeles Railway.
Gentlemen:
About a week ago I boarded a Washington car going east at Rimpau Boulevard and discovered, after getting on the car, that the only money I had was a twenty-dollar bill.
Conductor No. 2836 very kindly lent me 10 cents to pay the fare for myself and wife, and the same is returned herewith.
I should also like to bring to your attention the courteous manner in which the conductor helped me.
Yours very truly,
E. M. FITZPATRICK,
1006 Lane Mortgage Bldg.,
8th and Spring Sts.

Seven Days Waiting Time
The first seven days is called the "waiting time," and no compensation is paid for that period of time. In other words, if the period of disability does not last longer than seven days from the date an employe leaves work, no disability payment whatever is recovered. If the period of disability lasts longer than seven days from the date the employe leaves work as result of his injury, no disability payment shall be recovered for the first seven days of disability suffered. The payments under this law really amount to a limited insurance. The fact that the employe himself is without fault gives him no legal right to recover for the first seven days of his disability, nor does the fact that the injured employe may be injured through no negligence whatever of the employer, relieve the employer from paying compensation, as provided by the act.

Furnish Hospital Service
In addition to the compensation provisions I have above noted, the employer is required to furnish necessary hospital, surgical and medical attention as may reasonably be required to cure and relieve from the effects of the injury. While it may seem a hardship for an employe to lose a week's time on account of an injury for which he is entirely blameless, yet with equal effect it may be claimed that it is a hardship for the employer to pay compensation to an injured employe (possibly over a period of many months) where the employer himself was entirely free from fault. While the act may at times work a hardship on both the employer and employe, yet they both receive the benefits of the act.

Law Is Fair for All
At the present time the Los Angeles Railway is paying compensation to a number of employes who were injured through the acts of a third party and through no fault whatever of the employer. Under the law as it existed prior to the passage of the workmen's compensation, insurance and safety law, the employe would have been compelled to look to the party who caused his injuries, and we find that in the majority of the cases the party causing the injury is financially irresponsible. If we are to enjoy the benefits of this law, then we must accept the burdens of this law, and a study of this act for many years has convinced the writer of its fairness and justness to the employes throughout California.

For Motr. B. S. Fink, Div. 4
Los Angeles Railway.
Gentlemen:
Once before I had pleasure in commending one of your hard-working conductors. I again seize the opportunity of calling to your attention your conductor, 3021, on your "C" (Crown Hill) line. This man's level headedness, unflinching courtesy, while attentive to his obligations to his employers, and his care in loading and unloading his passengers, all under the most trying and nerve-racking conditions, has repeatedly attracted my attention, and it is a pleasure to let you know about him.
Under present conditions service on this line during the peak hours is trying to passengers and trainmen, at the best,

On The Back End

(Contributed)

Myrtle came slowly up to Conductor Leonard and after putting his lunch in front of him asked: "Tea or coffee?"
"Don't tell me," earnestly begged Leonard, "Just bring it along and let me guess."

A GOOD LAWYER
Judge: "Are you guilty or not guilty?"
Prisoner: "I was going to plead guilty, your honor, but my lawyer has convinced me that I am innocent."
—Selected.

This is real sarcasm when Division One lists along with men gone on vacation, the names of men who have taken leaves to try out police work, with the comment that they will be "on more or less of a vacation." They include D. B. Gilmore, A. Wenzel, L. H. Pitts and J. L. Dykes.

Marriage sure is a howling success remarked papa Millican, as he walked up and down with his first youngster.

EXTRAVAGANCE
"Look papa, Abie's cold is cured and we still got a box of cough drops."
"Oh, vot extravagant, tell Herman to go out and get his feet wet."

WHAT SHE SAW
Margaret: I looked through the keyhole last night when Marion and Mr. Stayla'e were in the parlor.

Helen: What did you find out?
Margaret: The light.—Tennessee Mugwump.

Little Bill Sass, stepped on the gas.
On approaching the glistening rails;
But his motor turned bad, and our song becomes sad;
For they scooped his twin six up in pails.

and anything but pleasant. Passengers and conductors are both "crabby" as a rule, except on the car No. 3031 runs. Smiles and courtesy seem to be general and it is due, to my notion, to the quiet but firm consideration and remarkably even disposition of this man. He shines out among all the trainmen on that line I have ridden with.
Very respectfully,
J. W. F. DISS,
211-216 W. I. Hollingsworth Bldg.

For Condr. L. W. Warfield, Div. 2
Los Angeles Railway.
Gentlemen:
I boarded one of your cars at Slauson and Central and on investigation found that I had left all my money at home.
Your conductor, 1244, very kindly advanced the necessary nickel. I cannot let this kindly act go without showing my appreciation both to your company and the conductor.
Very truly yours,
R. J. BIRCHETT,
2700 South Figueroa.

Looking 'em Over at the Divisions

DIVISION 1

D. B. Kohl

Word has been received from Motorman H. G. Loe, who is now in Pueblo, Colorado. He says he is having a fine time and wishes to be remembered to all the boys.

Everyone in the division had a smoke last week when Motorman W. Bridge passed around two boxes of cigars in honor of his getting married, which was announced in this column a few weeks ago.

One of our veteran car whackers, W. H. McCoy, is sporting a fine batch of sage brush on his upper lip these days. How about it Mac? Hope it's not catching.

The spring fever seems to have hit this division with a bang; some of those going on vacations this last week, are—E. B. Frizelle, H. C. Chatron, A. G. Vollmer, R. Shepherd, A. J. Bourdy, H. Van Doorne.

Motorman J. R. Cameron made a hurried business trip to Tiajuana over the week end. He reports business as being rather dead there, nothing passing hands except souvenirs such as post cards, etc.

Watchman Gallagher has been confined to a hospital for some time on account of an operation for cancer.

The crew of Barry and Hathwell, who operate an "R" car almost every night, have been broken up as Motorman Barry is off with a sore eye.

We hear that Conductor Impusene likes to work the "R" line so well that often after he gets through with the day's work he rides back and forth as a passenger. He might be after the fresh air, but we have our suspicions he is looking for somebody. How about it, Impusene?

One of our shiek conductors was over in Mack's shop getting his hair marcelled the other day when in walks a stranger, who had just landed in town off the S. P. He said he wanted his four days' growth of beard removed, so Mack brought out the shears. A conversation followed and the stranger remarked he had come from Canada and on being asked what part of Canada, he remarked, "Oh, Houston, Texas."

DIVISION 2

H. T. Hansen

Acting Foreman J. M. Madigan is a shining example of prosperity. He has just purchased a new Ford Coupe. Here's hoping you will never need to carry an "extra pair of shoes" in the tool chest.

The stork has paid Division Two a visit again, leaving J. R. Herring an eight-pound baby boy. Wife and baby are reported doing fine. Many congratulations are extended—and "Thanks for the cigars."

Conductor P. Atkinson is now out of quarantine and back on the job again.

Conductor J. T. Brady secured a 30 days' leave to take care of some personal business in Amarilla, Texas.

Here's hoping that Conductor F. S. Holland (ladies' man) and Motorman S. R. Dickson, will be able to bid in on a run together. Holland entered the bonds of matrimony recently, and moved out in the sticks, therefore had to pick a run that got in early, and ever since that day, he has not been the same.

A letter from Motorman F. W.

Who's Who



LET no punster say that here is the real foxy fellow of Division Two, just because we devote rogues' gallery this week to Conductor Frank W. Fox.

Our hero has been on the cars since 1903, so he has had plenty of time to get a cap, even if the photo doesn't prove the statement. He can tell many an interesting yarn about the "way back" days when the present location of Division Two was out in the tall uncut and barber shops didn't have to stock the Ladies Home Journal as well as that famous pink pictorial that had the place of exclusive honor for years.

Frank goes about his work in such a way as not to attract any great attention. He is on the job every minute delivering satisfactory service.

Bishop, who is recuperating from a severe illness in Arizona, states that he is improving considerably and wishes to be remembered to all the boys of Division Two.

Conductor W. A. Holmquist resigned to try the police department.

P. H. Spradling, who has been connected with the M. of W. Dept., for the last two years, is now back in passenger service as motorman.

BUS DIVISION

Elmer Wood

Big shake-up last Wednesday, everybody's feeling fine, don't know very much yet but ought to have something good next week.

MECHANIC HURT

Andy Seyferth was off a week as a result of an accident in which a jack broke while he was changing a rear spring, catching his hand between the frame and spring of the bus. He is getting along very nicely now.

JEWETT AND FORD NEWS

Joe McCormick bought a second-hand 1924 Jewett which is in very good condition. As he is now living in Santa Monica he needs speedy transportation.

Earl Hansen bought another carburetor for his car(?). Every day in every way, his Ford is getting better and better!

The dash board is not a foot rest!

John Doerr was standing beside the bus at Fifth and Olive, talking to Hunter, when a lady approached him, asking if that were the Wilshire Bus. Upon an affirmative reply from Doerr she offered to pay her fare but John

DIVISION 3

Dan Hanley

Cash receiver says that the only difference between counting money to the music and eating to music, is that you have no napkin to catch the money when it drops.

Gems taken from some of our accident reports—

Here's another: "While standing, I heard a jerk, truck going by so I stopped him and got his number."

How's this one: "Lady threw her hand out of auto and cut it in front." We hit it (you guess, hand, auto or woman), and there again here's one: "We were stopped still when we hit him."

What do you think of this: "Two ladies tried to pass car and one of them bent her fender."

Another reads: "I broke my wrist helping a passenger off the car, who refused to pay fare."

"We had the right of way, engineer would not stop, motorman taken home."

Listen: "We biffed him on nine, no damage to car or auto."

The fly has no regard for you,

He does not know who sunk the "Maine."

He has no business in the stew,

But he gets there just the same.

Conductor Becker a few days ago took a trip to Venice.

Later report: Conductor Becker is now married. (South Chicago papers please copy.) (No cigars.)

If you happen to see Supervisor Bates, ask him about 1500 car that lost its fender, I am sure he will be quite pleased to tell you about it.

La finis d'une journee parfaite.

told her to go and he would be around later to collect. When ready to go, John noticed the lady wasn't in the bus, and glancing into the Biltmore, recognized his prospective passenger sitting in the lobby. John proceeded into the lobby, informed the lady he was ready to leave, and his fair customer followed him to the bus. **SOME SERVICE!**

We wish to cancel the names of a few men who quit before they finished "breaking in." They are: J. T. McCarthey, W. L. Clements and Bertine Pinkney.

Introducing new men. Earl L. Herbert, Russell Elliott and James A. Born, whose brother is in the auditing department.

DIVISION 5

F. J. Mason

SIDELIGHTS ON LINE "M" SHAKE-UP.

Place—Division Five, in the library full of nice clean smoke.

Surroundings—A big board with a lot of figures and red and blue crosses, and some more smoke.

Cast—200 trainmen.

Plot—Centered around some blue prints.

Motive—Get a run.

Smoke supplied from various brands. Motorman R. O. Farmer assisted materially. He dug the old pipe up for the occasion, and everybody was glad to note that the old aroma still prevailed.

Costumes supplied by the Uniform Department. Some looked as though they might have been supplied by the Lost Article Department, but they were not.

In the foreground a game of pinochle was in progress and from the line of

DIVISION 4

C. J. Knittle

"Milly," our star window washer and "Jezzo," her *Hoopa Avnoo* cowboy, were married last Tuesday noon in the Mt. Olive Baptist Church, a colored mission in Boyle Heights.

Later, on the Watts Local that rushed the happy couple to Milly's old home town, the bride turned to her Dixie sweetheart and says:

"Jezzy boy, is yo' sho' yo' didn't marry me fo' mah job?"

"Co'se ah didn't, gal!" he answered, "Lawsy, no! Yo' jes' go ahead an' keep yo' ol' job!"

Operator Daley of Griffith line, has taken a new house and it looks like he is about to try matrimony again, but stick to your pipes, lads, it's only a rumor.

Motorman B. Fatte says that beef fat makes a person be fat.

O' course, that's nothing to beef at.

Drive on—the ice sign isn't out today.

"Dear Heaven," prayed Motorman C. L. Seybert's little boy, a few nights ago, "please watch over my mamma. And I dunno as it would do any harm to keep an eye on the old man, too."

A fair, flippant flapper named Nance, Took a trolley to go to a dance.

She met a sweet mister,

Who immediately kister,

And the "con," he sat down in a trance.

That's all friends. Sorry. We got a lazy streak 'cause Spring has sprung. But remember—swat the flies—stop, look and listen at the grade crossings,—don't jaywalk—keep your nose out of other folks' business and maybe you will live to be run over by a drunken joyrider.

'Bye, folks. We had a grand time. Yes, and you come over and see us.

Re-rides—Ten cents!

chatter that was going on one would imagine that each of the players had taken a \$500 correspondence course on "Pinochle and how it should be cheated."

Chess was not indulged in owing to the fact that the horses were being exercised.

We had two heroes. Conductor H. A. Peyton and Motorman Charlie Detrick. The former, wearing that kodak as you go expression, tied the line up for about 15 minutes on account of looking for an eight-day run with no Saturday or Sunday time. The latter, Charlie Detrick, created a wonderful impression among the boys, that is, those who were to choose after him. Charlie's charming personality won him many friends, but I didn't see any of them who wanted to kiss him. He tied the line up for about 20 minutes looking for a six-day run with no week day time.

Conductors H. W. Hunt and Jack Carlin believe in the adage "What's worth while getting is worth while waiting for." They both passed up about twelve choices for their motormen, J. E. Croff and A. J. Sybert, respectively.

Lest I forget. The music was supplied by station K. F. I. Nobody could hear it on account of the prevailing vociferations (cross-word puzzle word pertaining to shout) but we had it just the same.