

CHIEF INSTRUCTOR MAKES PLEA FOR FRIENDLINESS

Cooperation Between Old and New
Trainmen Will Benefit
The Service

The Los Angeles Railway has just completed the fifth series of the bi-monthly meetings which have been held this year at the various divisions for the benefit of the trainmen.

Mr. Dan Healey, chief instructor, was the principal speaker at the meetings. Mr. Bates, motorman from Division 5, and Mr. R. B. Hill, superintendent of operation, also made brief talks.

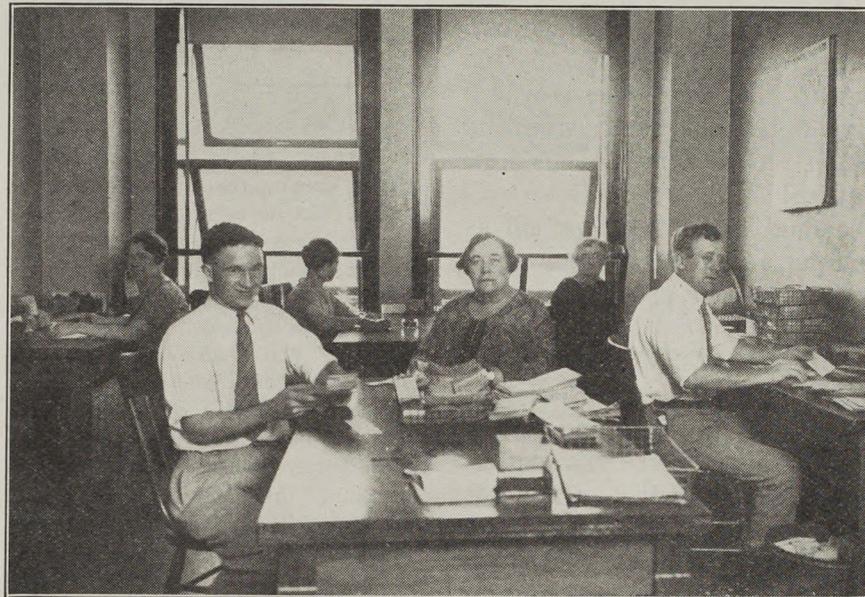
Mr. Healey spoke chiefly on the need for closer co-operation between all members of the operating department. The lack of co-operation between the older and more experienced trainmen and the new or student operators was discussed at considerable length. He reminded the men that from his own personal knowledge and from the records in the instructor's office that not one of the trainmen were more than 200 per cent perfect when they first started out on the road; that practice is always needed to make the finished operator; a new motorman or conductor naturally cannot be the equal of the man with years of experience behind him.

The failure of train crews to call the dispatcher in case of trouble and so tying up service unnecessarily; the giving of bells at the proper time and the extreme necessity of the motorman sounding the gong before reaching the entrance to a blind street; the proper way to stop a car and the failure to do it according to rule which is the rule because it is the very best way to stop a car, were all included by Mr. Healey in his address.

Mr. Bates commented on the differences in the relations between train crews and the public in the city of Los Angeles and the eastern cities in which he had been an operator, and stated his pleasure in the fact that he was in the employ of the Los Angeles Railway Company.

Mr. Hill spoke very briefly on a few dangerous practices that some individuals among the trainmen were indulging in and gave a warning that they must cease. He expressed his pleasure in the knowledge that the relations between the officials of the company and the employees were so friendly.

Clerks Who Count Joint Bus Tickets



Left to right: Mrs. Lillie Hon, Joseph M. Jinks, Mrs. H. P. Karcher, Mrs. Minnie Brown, Mrs. B. Boring, Wm. Taylor.

The clerks in the ticket counting room, No. 303 L. A. Railway Building, are under the direct supervision of G. W. McDonald, chief clerk in the auditor's office, Los Angeles Railway. They count and segregate into classes the entire number of bus tickets collected each day by the Los Angeles Motor Bus Company, which is owned jointly by the Pacific Electric and Los Angeles Railway Companies.

In the month of August they opened 35,000 envelopes, segregated the contents into 68 classes and counted in round numbers, 415,000 tickets.

L. A. RY. OFFICIALS WILL ATTEND CONVENTION

George B. Anderson, Manager of
Transportation, Will Address
Convention in Cleveland

The Los Angeles Railway will send three representatives to the convention of the American Electric Railway and its affiliated associations which will be held in Cleveland October 4-8. George Baker Anderson, manager of transportation; P. B. Harris, chief engineer, and L. Recappe, superintendent of schedules, will attend the convention.

On Tuesday, October 5, the general topic for the American Association will be "Street Congestion—Let's Reduce It." Mr. Anderson will be one of the speakers and has chosen for his subject, "The Business of Street Management."

Mr. Harris will make a stop in Chicago on his way to the convention for a visit to the Yellow Coach Manufacturing Company, where three new buses are in the course of construction for the Los Angeles Railway. After attending the convention he will take a trip further east and will visit Washington and New Orleans before returning. Mrs. Harris will accompany him.

Mr. Recappe, after attending the convention, will visit various eastern cities and make a general survey of street railway operating conditions.

Many Changes During Service

Claude Campbell of the electrical department will on September 29 complete thirty-one years of continuous service with the Los Angeles Railway Company.

Mr. Campbell was for seven years with the street railway company in Chicago. His work was in the electrical construction department, and he saw the transformation of the horse car lines into electric railways. He came to Los Angeles through the wishes of the man under whom he had worked in Chicago and went to work for the old traction company, on Georgia Belle Street, as it was then called.

All track bonding, pole work and the construction of span wires is in charge of Mr. Campbell. He represents the chief engineer of the L. A. Railway at the meetings of the Joint Pole Committee, with which he has been associated ever since its organization twenty years ago. Mr. Campbell has some very interesting data in his possession concerning the beginnings of the electric street railway system in Los Angeles.

Railway Man Visits Company Officials

D. W. Henderson, general superintendent of the Seattle Municipal Street Railway, was in Los Angeles for a few days last week. He was on his way to Cleveland to attend the American Electric Railway convention and stopped off for a few days' sight-seeing. While in town he called on officials of the Los Angeles Railway.

Special Work and Curves Renewed

The engineering department of the Los Angeles Railway is at work on the renewing of the curves at the intersection of Sunset Boulevard and North Broadway.

At Broadway Place and Main Street the special work is being renewed. The work is being pushed forward as rapidly as possible.

R. D. Starling, traveling instructor, when in Seattle on his vacation, dropped a nickel in the fare box. The conductor laughed and said: "You must be from Los Angeles."

Work Starts on New Building

The contractors last week started the preliminary work for the construction of the new repair and inspection shop for automotive equipment.

The electrical construction department is in the midst of moving all material, including transformers, to their new building constructed for them at the Vernon Yards.

Bonds All Tested

Walter Whiteside and Geo. Wilson, the youthful bond testers, have completed their work and returned to school. The boys took about two months to complete the job. They tested in all 82,496 joints in the 371,768 miles of single track operated by the Los Angeles Railway.

~ TWO BELLS ~

Published by and for the Employes of the Los Angeles Railway

A Herald of Good Cheer and Cooperation

Janet Converse - - - - - Publicity Manager

The Habit of Punctuality

Everything that is done in the business world requires time in which to do it. Time is therefore the most valuable element with which each of us has to work, because, unlike physical material that can be replaced or restored, minutes, hours, days, weeks and months once lost can never be recovered. Keeping this fact in mind means much.

It means that we will think twice before we perform any task so carelessly or so incompletely that it may have to be done over again, thereby costing twice the time and effort it should have cost.

It means that we will avoid the "tardy habit," for even only ten minutes late a morning means losing an hour each week, over a week each year—in other words, in time taken, not merely from the company but from our own production record that decides how well we are going to "stand" in the future!

It means that we also consider "loafing" and "knocking" off as our personal enemies, for both of them put a handicap on our reputation for loyalty and responsibility, and on our prospects, when the opportunity comes for "moving up."

Instead of being time wasters, in other words, we will make a reasonable and right use of each day's working hours, those hours that either put us in line for good results, steady jobs and bright futures, or head us toward the kind of fate that is just the opposite.

After all it is easy to form the habit of punctuality—the habit of "thinking twice"—the habit of steady performance of duty—the habit of time-saving. And when that kind of habit is formed by every department in a business, not only is that business sure to become a leader in its field, but every one of its workers is sure to benefit accordingly.

Calling the Streets

Compliance with the rule for calling all streets in a tone clear and loud enough to be heard by all passengers and yet not loud enough to annoy any passenger, is one of the most courteous services a conductor can perform for his passengers.

Many of the letters received by the company officials are in regard to this matter of calling the streets. Whenever a conductor does this with a particularly fine enunciation some grateful passenger writes in and commends him for it.

The regular passenger may not need this service as much as the stranger, but if he can rely upon the conductor to call his street he may spend his time in reading or conversation with a friend and not have to watch for his street. At all times, strangers, and they are legion in this city of ours, depend on the conductor to call the street for them. At night the practice of calling the streets is doubly necessary, for then even the regular passenger is apt to miss his street.

The conductor who calls the streets is helping to sell transportation, and selling transportation is the business in which the Los Angeles Railway Company is engaged.

Opportunity

What an opportunity the street car operator has!

Meeting hundreds of people every day—men, women and children, to each of whom he is the company—what a chance to impart the message of service to his customers and make friends for himself and the company.

Here is the possibility for the alert individual to place his character on display. His cheerfulness, courtesy and desire to please cannot be lost on his customers. Consideration of children and the old and feeble, willingness to change a large bill gladly, care in operating his car—a cheery word of greeting—these are intangible assets which make riding enjoyable.

These, too, are a source of happiness to the operator—and in rendering this service plus—lies his greatest opportunity!

It's All in a State of Mind

If you think you are beaten, you are;
If you think you dare not, you don't,
If you'd like to win, but you think you can't,
It's almost a cinch you won't.
If you think you'll lose, you're lost;
For out of the world we find
Success begins with a fellow's will—
It's all in the state of mind.
If you think you're outclassed, you are;
You've got to think high to rise.
You've got to be sure of yourself before
You can ever win a prize.
Life's battles don't always go
To the stronger or faster man;
But soon or late the man who wins
Is the one who thinks he can. —Walter D. Wintle.

~ Musings of the Old Timer ~

By George E. Ferguson

"There is a class of men," said the Old Timer, "whose praises have remained unsung throughout street car history, but nevertheless they have been and will continue to be a very important factor in making the game that we are playing a success.

"I refer to the boys that handle the 'hot stuff' under any and all conditions. When the call comes over the wire that the trolley wire is down for perhaps a block, they never falter and the company idea of 'give service' is ever before their eyes. Lloyd Yeager, Dick McDevitt, in fact the entire personnel of the line department, enjoy the full confidence of P. B. Harris, chief engineer, and there is, in almost every case, full co-operation between the platform men and those who handle the juice.

"Yeager, Messner, Bass, Emerson, McDevitt and Kirkpatrick all number their term of service above the twenty

year period, and Miss Lander, the pleasant-voiced lady who looks after details in Mr. Yeager's office, can also be entered on the list of old timers. 'Billy' Yandell, the phone fixer, is another of the line department clan, and he aids materially in keeping our vast network of telephone wires doing their stuff.

We must not forget the sub-station operators. The central sub is located on Sixteenth Street near San Pedro, and of course they are closely related to the line department. They are the boys that assist in making welcome the A. C. as it enters the station and when it emerges as D. C. they entrust it to the care of Yeager's bunch.

"I'll bet a dollar to a doughnut that these members of our big family could spin many a fine yarn about things that have transpired in their own particular domain, and I'm sorry that I can't be on hand to hear them.

~ LARY LAFFS ~

Lord Babbington was instructing his new colored servant in his duties, adding: "Now, Zeke, when I ring for you, you must answer me by saying, 'My Lord, what will you have?'"

A few hours afterward, having occasion to summon the servant, his lordship was astonished with the following:

"My Gawd, what does you want now?"

She (tearfully): "Jack, our engagement is at an end, and I wish to return to you everything that you have ever given me."

He: "Very well. You may begin with the kisses."

Sue: "This picture doesn't do me justice."

Sam: "You want mercy, not justice."

Jones: "Sorry to keep you waiting—but I've just been setting a trap for my wife."

Brown: "Good heavens! What do you suspect?"

Jones: "A mouse in the pantry."

"I want some collars for my husband," said the woman, "but I am afraid I have forgotten the size."

"Thirteen and a half, ma'am?" suggested the shop assistant.

"That's it. How did you know?"

"Men who let their wives buy their collars for them are always about that size, ma'am," explained the observant salesman.

Dad (to son who is watching incubator): "Isn't it queer how the little chicks get out of the shell?"

Sonny: "Huh, what gets me is how they get in there."

Two Irishmen were excavating for a building, when a spectator inquired: "How is it, Pat, although you and Mike started work together, he has a bigger pile of dirt than you?"

"Shure," was the quick retort, "he's digging a bigger hole."

Little Boy (seeing knotholes in piece of wood): "What are those?"

Carpenter: "They're knotholes."

Boy: "Oh, you can't fool me. I know they're some kind of holes."

Bulletins

Issued September 27, 1926
STREET CAR

No. 150—NOTICE TO CONDUCTORS
On cars of the P-A-Y-E type where the fare box is attached to the gate or stanchion, the position of a conductor is at the fare box in the exit way, from which position steps can be kept under observation, and reaching through in front of passengers to give bells can be avoided.
Stools may be placed in the left corner or behind seat on left side when not in use, but when used by the conductor must be in proper position.

No. 151

NOTICE TO CONDUCTORS

Firemen's Pass Book No. 32050, issued to Fireman Edward J. Lambert, is reported lost. If presented for transportation, take up, collect fare, and send to this office with report.

No. 152

NOTICE TO CONDUCTORS

Pass No. 6381, issued to Conductor C. L. Woolley of Division No. 1, and reported as lost in Bulletin No. 149, has been recovered.

R. B. Hill

BUS

No. 509

If the Electric Fare Box fails to operate when the bus motor is not running, before calling for change of register or bus, start the bus motor which will probably result in the fare box operating.

No. 510

In cases where an error has been made in the payment of fares and a refund to the passenger becomes necessary, Operator or Conductor should make the refund without protest and write a miscellaneous report to the Office and refund will be promptly made.

No. 511

Buses operating on the Beverly Boulevard Line must be brought to a full stop when both east and west bound at Rossmore Avenue.

No. 512

Los Angeles Railway Pass No. 7920, issued in favor of E. J. Sedinger, Bus Operator, was not turned in to the Company when he left the service without any notice. If this pass is presented for transportation by anyone, lift it and give to Division Foreman.

No. 513

The east terminal zone of the Beverly Boulevard Line has been moved 50 feet westward from the old location, properly signed. Please be governed accordingly.

No. 514

Operators on all buses when stopping to pick up and let off passengers at any point must use more care when pulling in so close to the curb as to cause the hub caps or tires to rub the curb and in every case where the pavement has a crown in it, which results in the top of the bus leaning toward the sidewalk, operators will have to be exceedingly careful not to operate too close in order to save the roof from striking line poles, automatic signals and other obstacles in the parkway between the sidewalk and curb.

No. 515

Westbound Wilshire Boulevard Buses must not be stopped for the purpose of picking up or letting off passengers on the east side of Rossmore and Wilshire Boulevard, but instead must stop on the west side of Rossmore where sign has been installed.

J. Van Vranken

"Let us measure our friends' faults by inches and their virtues by the yard."—Submitted by Richard Knudson, Div. 4.

BUSY SCENE IN THE TICKET OFFICE



Eric Lippiatt and Wilfred Lippiatt, Selling School Tickets

THOUSANDS OF CHILDREN BUY MONTHLY TICKETS

Each month in the year when the public schools of the city are in session the Los Angeles Railway Company provides transportation for about 25,000 school children.

The safe conduct of these children to and from school is an additional responsibility placed upon the trainmen. They vary from the very young up to those eighteen years of age, but the children of high school age predominate.

Mr. C. V. Means, traffic manager, has a staff of three men who are kept exceptionally busy for several days of the week at the beginning of each school month. From the accompanying photograph one can readily understand what an interesting place the ticket office is.

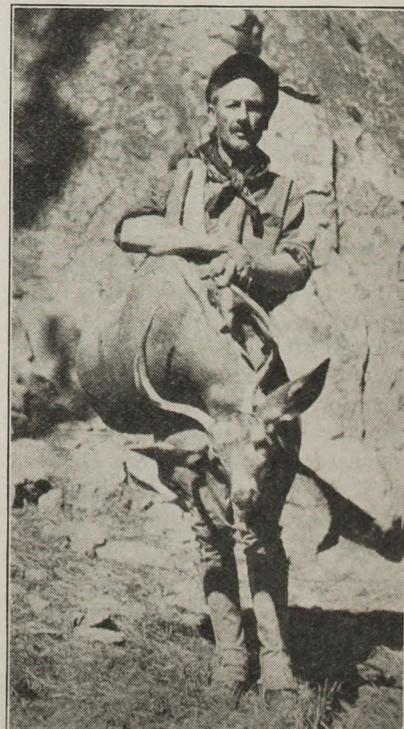
Conductor as a City Guide

A good conductor knows:

1. The principal points of interest in our city and the lines which reach them.
2. The exact location of ALL points of interest on the lines of the division in which the conductor works.
3. The various car routes and the places where they intersect the lines of the division in which the conductor works.
4. The location of a number of good hotels representing a considerable range in prices—some high-priced, some medium-priced and some low-priced.
5. The location of a number of good restaurants.
6. The general layout of the city and the names and directions of the principal streets in each part of the city.

—The Inside Track.

T. Y. Dickey



Superintendent at Division Two and the buck which he brought down on one of his numerous hunting trips.

BOUQUETS

For Wm. Sproule, conductor at Division 1, from Valentine Ulmar, 2601 South Grand Avenue, for kindness in returning a purse lost by passenger.

For F. D. Croff, conductor, and A. E. Downing, motorman, at Division 5, from Mrs. F. H. Roth, 5320 Seventh Avenue, for splendid courtesy in assisting passenger who had met with disaster and scattered a great number of kodak pictures about the street.

For R. J. Bergman, conductor, and J. A. Johnson, motorman, at Division 1, from D. V. Curry, Lincoln Heights Detective Bureau, for kindness and courtesy to all passengers and for the evident co-operation with each other.

For the conductors on the 54th Street line from Mrs. Augusta C. Bainbridge, 1444 West 54th Street, for courtesy.

For H. H. Wulf, conductor at Division 1, from Mrs. T. S. White, 653 South Burlington Avenue, for courtesy and kindness to passenger who moves with difficulty.

APPRECIATION

To the Employees of the Los Angeles Railway:

Many, many thanks for your kind thoughts as well as the beautiful flowers you sent to my wife.

Most sincerely,

Wm. G. Bass,

Mrs. Nellie Elder and Family.

In Memoriam

Thomas Casey, foreman of the track department, passed away September 20, 1926.

Catherine Bass, wife of W. G. Bass, clerk in the office of the traffic manager, passed away September 17, 1926.

GENERAL OFFICES

Mr. E. L. Lewis, vice-president and manager of the Los Angeles Railway Land Company, is spending his vacation at the Grand Canyon with his family.

Mr. Sunderlin, timekeeper in the maintenance of way department, is once more back at work in 820. He returned last week from a three months' trip east.

George Campbell, chief draughtsman, completed his vacation last week. Mr. Campbell has been taking his holidays on the installment plan. The greater part of the time he spent in taking long tramps about the country.

Miss Whitfield, who has charge of the reception room in the claim department, took her vacation last week.

Leo Londraville, clerk in the office of the traffic director, went to San Diego on a two weeks' vacation.

Maurice Lipson is the new file clerk in the chief engineer's office. Mr. Lipson is quite an amateur pianist and is often heard over the radio, playing at Turner's and Warner's studios.

W. T. Travers, flagman, who has been in Philadelphia since June 1, has returned to Los Angeles. He reports having had a very wonderful time.

Value of First Aid

No one needs to be told the value of a first-aid kit in the home, but be warned by the National Safety Council and take one along when you start on that hike or auto trip. Every one knows the need of attending to even tiny scratches that serious consequences may be avoided. This is even more necessary when living in the great outdoors, as so many do during their vacations. First aid may prevent disaster.

DIVISION FOUR

C. J. KNITTLE

Margaret Ketchum

Miss Ketchum is the daughter of Conductor H. E. Ketchum. When still a child she expressed a desire to become a classical dancer, so her father has given her the benefit of eight years of instruction at the Reynolds School of Expression and the Belcher Academy.

She graduated from the Belmont High School in June of this year and is now taking a post graduate course, and expects to enter the University of California next fall.

Conductor D. J. Vanderlinden, who is on a ninety-day leave, writes from Luck, Wisconsin, stating he is having the time of his life fishing and hunting, and that he has not been to his ranch in Antelope, Montana, yet, but he is going there soon, and that the house and barns will need painting, and it cannot be done in the time he has left, and could his leave be extended to the fifteenth of October? Stamped envelope enclosed for reply. Good-bye.

Conductor E. F. Hedtke is taking a two weeks' rest. Also Motorman William Doovas.

Conductor L. H. B. Farr has bought a new cap. Hot diggety dah!

Clerk Elmer Ellis is on his regular vacation.

The safety meetings which were held Friday (two days after this was written) were well attended and everyone seemed to enjoy the talks.

BUS DIVISION

ELMER WOOD

C. G. Day, night cash receiver, sent a postcard from Salt Lake stating he was having a very nice time.

Operator M. M. Lauder is back from a thirty-day leave. However he was away only twenty-one days.

Operator R. Butler is back after fifteen days resting up.

Conductor J. H. Doerr has resigned. John was the top man on the seniority list, having changed over from the garage to the Bus division when double decks were first put in service.

Operator Bruce Pentland and wife have returned from a sixty-day leave of absence spent in Vancouver, British Columbia, and report a wonderful trip, having driven seventeen hundred miles.

Introducing new men: S. R. Linck, R. K. Platt, C. D. Carkhuff, F. W. Eardley, A. P. Williams, C. Epperson and C. R. Groff.

DIVISION ONE

H. N. COLE

Conductor J. H. Burt took a vacation about three weeks ago. When he returned he failed to show any signs of sunburn, as is usually the result of vacations. Instead, he had developed a thousand smiles, but no one suspected his secret. Finally the time came when he evidently couldn't keep it any longer, so he introduced his wife to Mot. Scheinert. The secret was out, and now we are waiting for the cigars.

Motorman I. J. Madsen has taken 90 days' leave to visit his old home in Denmark.

Motorman J. H. Alexander is spending 60 days at Colorado Springs.

Conductor C. C. Lee is taking 60 days off to see the sights of Los Angeles.

Conductor H. H. Wise will spend the next 60 days at Venice, seeing the sights.

The following men are enjoying vacations, varying from 7 days to 30 days. No doubt they will kid themselves into believing they are taking a rest, but the rest will come after they get back to work: Mots. R. T. Steelow, A. J. Koltzenbaugh, F. J. A. Sharon, and Conductors W. L. Borsch, L. B. Searey and W. R. Elliott.

Conductors C. E. Corson and A. Haley, who have been engaged in other lines of endeavor for the past two or three years, have returned to the fold, and seem to be at home counting nickels and licking transfers.

SHOPS

JACK BAILEY

Mr. E. L. Stephens, master mechanic, is on a two weeks' vacation and left no forwarding address.

J. L. Clarke, superintendent of electrical repairs, is on a vacation. He is making a few stops around Flagstaff, Arizona, and the Grand Canyon.

"It's a boy; eight and one-half pounds," said H. P. Dicken. We hope he will make a big blacksmith like his daddy.

Mrs. R. L. Guignard, stenographer in the M. M. office, was called away to Chicago on account of her mother being ill. Mrs. J. I. Kampe is taking her place temporarily.

W. Hellwig passed the "Lord Baltimores" around the carpenter shop and left on the 17th for Santa Ana, where he and his bride spent their honeymoon.

Mrs. J. C. Frymute, wife of Joe Frymute, air department, is the new addressograph operator in the state department office.

H. C. Landes, blacksmith, spent two weeks at Sacramento visiting his mother. He just had to be late the first morning of his return.

Three men of the same hunting party in trying to conceal their disappointments, returned and gave the following excuses separately: Al Delinger did not shave; Ed Bremm took an extra pair of shoes which were both for the right foot, and Ed Baker could not half eat because he left his teeth at home. Some hunters!

W. A. Maitland is back in the machine shop after two weeks' rest. He was everywhere between San Francisco and Waits. We must mention he spent a few days at Carmel-by-the-Sea.

DIVISION THREE

L. VOLNER

Did you notice the splendid record of Line "E"? They went four consecutive days without an accident, and up to the 19th had gone eight days with no accident. What they have done am sure the rest of us can do and make it four days or more for all lines.

Conductor E. W. Gore is back on the job again. After spending some time as a mail carrier he finds the cars a better job.

A. F. Munson, Clyde C. Coates, J. O. Carr, E. B. Hughes and brother, I. C. Grubs and W. H. Meloy formed a merry party which recently spent the day fishing at Redondo. To be sure, some caught more fish than others and some had a reputation as a fisherman to maintain. That must have been the reason. Coates, by mistake, took Munson's sack half full of fish home, leaving his which contained three small fish. Mr. Munson hopes Mr. Coate's neighbors enjoyed the fish.

But Mr. Jack Critchett holds the record as a fisherman. Last Thursday he was displaying his catch—two sea bass, each weighing about 35 pounds. He was also fishing at Redondo.

A very happy man is M. L. Moore over the arrival of a baby boy at his home.

Mr. Allen and D. W. Beatty are back from their deer hunt. Both are very quiet and not saying a thing. Have not heard of anyone feasting on venison.

There was a very good attendance at all the meetings last Monday. Am sure each one got some good advice and hereafter will act in a more friendly manner.

Mr. Geo. Ferguson, superintendent of Division 5, and his "Harmony Hounds" visited us at the evening meeting. His speech and the singing were much enjoyed. Come again, boys.

I am sure this division has as cunning and attractive children as the others. Come on, boys, send in some pictures. Let's show them what we have.

DIVISION TWO

E. A. MOXLEY

Cash Receiver A. Winchel wishes to commend the conductors of Division Two for the nice manner, neatness and accuracy in which they turn in their cash. It is seldom necessary to recount more than two or three trays of money each day.

Motorman C. A. Wells has a thirty-day leave. He will spend two weeks of it with his family at Catalina and the balance of the month he will visit the different mountain resorts in and around Los Angeles.

Motorman D. L. Oaks resigned on account of homesickness for his old home town back in Illinois.

Motorman F. C. Sommers has been called back east on account of the serious illness of his aged father.

A card has been received from H. T. Gollar, conductor, who is taking in the sights of the Grand Canyon of Arizona.

Motorman J. G. Adair has been granted 90-day leave of absence to harvest his apple crop at Yucaipa, Calif.

DIVISION FIVE

FRED MASON

Motormen H. M. Bush and A. E. Downing made a trip to Murietta Hot Springs. As the dove season had just opened they expected to enjoy some good hunting, but were disappointed because they forgot to take a gun along. Recovering from the shock, they took stock of their baggage and found they had a kodak, but no films, so Downing drove twelve miles to get some films, only to discover that he had left the kodak behind and did not know what size to get. After that they sat around and enjoyed the ozone and other sweet odors for which the hot springs are noted.

The Division Five quartette made a surprise appearance at the evening meeting at Division Three last Tuesday, and as they showed up next morning with no marks or bruises we must assume that they were favorably received.

The personnel of the quartette is as follows: Motorman H. M. Campbell takes the lead because he is a little taller and can determine the best way to retreat if the bricks start to fly too fast; Conductor H. E. Tetreault is the shortest, but has a six-foot four voice; Motorman H. O. Lillie sings "way down in the deep" and is reported to be the only man who ever made Caruso jealous; and last, but not least, we have Conductor A. H. Eidson, who sings baritone (don't leave out the "i"), besides handling the largest horn in the L. A. Railway orchestra. The boys are to be commended on the excellent showing that they are making, and we hope to hear their voices over the radio in the near future.

Conductor C. G. Slaton has been granted a thirty-day leave in order to visit his old home in Jester, Okla.

Motorman A. W. Lawler has resumed duty after enjoying a forty-day vacation.

Martha Gragg

Martha used to be quite a familiar figure around this division before school started, as she used to come down and meet her dad two or three times a week. Conductor Gragg is quite an old timer with the Los Angeles Railway, having entered the service in January, 1911. He has filled the capacity of supervisor, is now a line instructor and has just broken in as extra clerk.