



# TWO BELLS

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

## Division Safety Committees Named

### STRICT ACTION TO BE TAKEN ON PLUGGED SWITCHES

By GEORGE BAKER ANDERSON  
Manager of Service

One of the principal objects of these service talks in Two Bells is to keep trainmen informed on the matters they should know so that they may protect themselves from demerits or worse trouble, and at the same time protect the Los Angeles Railway from accidents. The subjects discussed are usually covered in the rule book or concern some recent bulletin, but often it is possible to give a better understanding among employes by going into more detail than is covered in the rule book.

This week I have several matters to discuss in this service talk, and they have an important bearing on good and safe service.

#### Leaving Switch Is Serious

The first point is the plugging of switches. This was mentioned recently in Two Bells, and a warning was sounded. Since that time the division superintendents held a meeting and decided on uniform discipline that will be meted out to those who plug a switch and fail to remove the plug, and others who run over the plugged switch and fail to fix it.

It is apparent that such neglect may be the cause of a very serious accident with loss of life.

Strict measures will be taken, and it has been agreed that on the first offense a trainman will be suspended or discharged, at the discretion of the division superintendent. The second offense will bring outright dismissal.

#### In Danger of Fine

There is still some trouble over trainmen passing up passengers. The rules state clearly that passengers must not be passed up unless the car is disabled or is crowded to capacity and is being followed by another car going to the same destination. It should be remembered that passing up passengers is also a violation of the city law, for which a fine and imprisonment can be imposed.

Along with failing to pick up passengers is another offense—that of failing to stop when passengers wish to alight. We ask passengers to move away from the entrance so that you

(Continued on Page 3, Cols. 2-3)

### New Title Head for Two Bells Means Go Ahead

WHAT do you think of the new title piece for Two Bells that you see at the top of this page?

It looks pretty nice to us and credit goes to Motorman R. A. Knudson of Division 4. It was his conception and he sketched the idea and forwarded it to the editor of Two Bells.

The picture of the conductor giving his motorman the signal to go ahead is a reminder of the mission of Two Bells, the paper of Los Angeles Railway employes. Two Bells stands for co-operation between employes and the "Go Ahead" spirit that makes for success.

### More Limericks Show Merit of Merit System

The prize winners in the recent Limerick Contest of Two Bells did not have a monopoly of the good verses by any means. The majority were good, but there were only so many prizes to go around. Here are some of the honorable mention verses:

*There are conductors fat and conductors thin,  
Conductors shabby and conductors trim.  
You can have all the conductors,  
Fat, thin or trim,  
But give me the conductors  
Who wear a real grin.  
(Credits for him.)*

By Conductor O. G. Thompson, Division 3.

Another good one came from Motorman H. H. Lee of Division One:

*A motorman named Ty Cord,  
Who drives a '14 model Ford,  
Averted a serious accident  
By a skillful stop on a steep descent.  
Fifty credits was his reward.*

Here is one with the Southern spirit and a little slang, written by Motorman B. B. Lawlor of Division Two:

*Said a conductor by the name of C. Jones  
Speaking in soft Southern tones,  
If I take good care  
And ring up every fare,  
Till December, I'll have sixty bones.*

From Conductor John Turvey of Division Five comes this limerick:

*Of trainmen there are quite a few  
Who take pride in their uniform blue.  
They combine safety with speed  
And inform strangers in need,  
It's credits they're after. Are you?*

Motorman Crockett is quite a booster for the Merit System, judging by the description of that worthy given by Motorman J. B. Haston of Division Four:

*"Say, fellows," said Motorman Crockett,  
"Let's boost for the M. S., not knock it.  
Think what it will mean  
On December 15,  
That dough will feel good in your pocket."*

### TRAINMEN WILL MAKE PLANS TO CURB ACCIDENTS

WITH the appointment of Safety Committees at the five divisions, the campaign to reduce accidents to a minimum has been definitely launched. The selections have been made by the division superintendents in recognition of special ability shown in regular operation of street cars.

### New Tracks Being Placed on East 1st and Temple Sts.

Two important pieces of track work are under way on the East First street line and the Temple Street line. New track is being installed on East First street between Chicago and Anderson streets. The new rails will be of the 116-pound, 7-inch type and replaces the 60-pound, 4½-inch.

On Temple street between Belmont and Spring the old track is being replaced by new 72-pound 6-inch rails. The track being removed was 60-pound, 4¼-inch, the same as that being taken up on East First street.

"Grasshopper" service is necessary on both streets where only a single track is available during the work.

### The L. A. Ry.

The Public  
Has now  
Even

Long forgotten the  
Old congested  
Service.

And, as  
Never before, has  
Gained from the  
Efforts exerted by  
Lively  
Employees  
Serving them.

Rerouting was  
An absolute  
Improvement  
Long needed.  
Welcome it,  
And all benefit is  
Yours.

Co-operation  
Of all  
Made it  
Practical.  
As was  
Necessary.  
You know.

MTR. SAMPSON, Div. Five.

Following the appointments at the divisions, selections will be made in the Mechanical Department, the Way and Structure Department and the Electrical Department. The General Safety Committee, composed of the general manager and other office executives, has held a meeting and outlined general plans but many details remain to be settled before the organization will be ready to take up suggestions of the divisional and departmental committees.

Here are the trainmen named on the division committees:

**Division One**—Conductors J. H. Stanley, D. W. Tinsley and H. O. Funk; Motormen N. Robesa, C. L. Hanson and W. D. McArthur.

**Division Two**—Motormen L. G. Lowry, R. Aldworth, A. G. Johnson; Conductors A. Neilson, D. D. Bacon and Ed Lloyd.

**Division Three**—Motormen W. E. Darby, C. H. Doughty, A. N. McFadden; Conductors C. H. Walkinshaw, J. O. Adamson and I. F. Hickox.

**Division Four**—Motormen W. R. Boyd, O. E. Temple, E. F. King; Conductors W. L. Price, R. S. Bliss and H. S. Turner.

**Division Five**—Motormen John Coward, W. M. Marion, W. T. Miller; Conductors F. C. Hawthorne, T. J. Trabue and T. V. Maitland.

These trainmen will serve for three months from the time the first meeting is called and plans are put before them. At the end of that period another six men will be chosen so that new ideas on promoting safety will be received from as many as possible.

The permanent members of each division committee will be division superintendent, safety supervisor, division mechanical foreman, division instructor, supervisor (track department), assistant safety supervisor and the claim adjuster.

The date for the first meeting will be announced later.

#### Proposes Contest

In connection with the safety work,  
(Continued on Page 2, Cols. 1-2)

# Editorial Comment

## Dignity and Your Job

Your job as a trainman will be just what you make it. That may seem quite apparent, but there are probably some aspects you have not considered. Almost every man is familiar with bank tellers, receiving or paying, so let's take a look at a teller's job for a minute.

He has a nice marble-topped desk, all the necessary office conveniences, and wears a white collar and looks pretty important generally. Many trainmen receive better pay than bank clerks, but there are only a few who have their dignity. Now, dignity does not mean being conceited. Not by a great deal. The best bank teller is accommodating and polite.

The bank clerk has an important job because he is responsible for a lot of money that is not his, and is responsible for the bank making a profit on its business. He assumes the dignity that becomes such a position, and it is recognized.

A trainman has an important job. He is responsible for a considerable sum of money each day that belongs to his employer, and furthermore, he is responsible for a street car that represents a considerable capital.

Some trainmen assume the dignity that their position and responsibility warrants, and their relations with the public are correspondingly smooth. Very few people would rave to a bank teller about the rate of interest on a savings account, claiming that it should be higher; but the people who will attempt to blame a trainman for some element of service beyond his control are unfortunately numerous.

This editorial was intended to start an idea working in your mind. Certain rules govern your daily work on a car, but the opportunities to make your work easier are with you. How you succeed will depend on how good a trainman you are and show whether you might be in line for promotion.

## SAFETY COUNCILS NAMED

(Continued from Page 1)

Motorman W. J. Sequin of Division One has sent in the suggestion that the contest idea might be fostered to determine which division has the least accidents and may be considered the most efficient in that respect. The suggestion appears to be a good one although it would probably be necessary to make distinctions between divisions as to their liability for accidents, involving such features as number of tripper runs through congestion and in busy hours and proportion of regular runs through the heaviest traffic.

Motorman Sequin's letter is as follows:

*Just for a starter to get everybody interested, let us have a Safety First contest between the several divisions, the division having the least accidents during the month of September to be declared the winner. I suggest that the safety committee grant to the men of the winning division what credits they may see fit. I hope to see such a contest meet the approval of the committee. I know the boys of Division One will make a special effort to carry off the honors.*

### Motorman C. L. Bond's Wife Passes Away

Mrs. C. L. Bond, beloved wife of Motorman Bond of Division 1, passed away in Colton recently. Funeral services were held in that city and burial in San Bernardino. Mrs. Bond's relatives live in Colton. She leaves a mother and two sisters in Colton, and husband in Los Angeles.

The death of Mrs. Bond came exactly two months after her father passed away in Colton. He also was buried in San Bernardino.

### Student Trainmen To Get More Pay

Following the recent pay raise to trainmen and all other departments of the Los Angeles Railway, an increase was made for new men breaking in as students. The rate heretofore was \$1.50 a day while they were learning the ropes, but hereafter students will receive \$2 per day up to the time they enter regular service.

### Sorrow Comes to Motorman Gunner

Sorrow has come to Motorman G. W. Gunner of Division 2, whose happy disposition has been responsible for a good deal of the humor in Two Bells. Motorman Gunner's wife passed away August 11 after an illness of five weeks following an operation. Funeral services were held August 13.

Mrs. Gunner, her husband and their daughter came to California but a short time ago from England, Motorman Gunner having served with distinction in the British army. The boys of Division 2 extend him their deepest sympathy.

### MOTORMAN SLOTREM IN HOSPITAL

Motorman J. E. Slotrem of Division One, who has been on sick leave for several weeks, is still in ill health. He is at the Crocker Street Hospital.

### Cheap Care Fare Has Bad Effect on Man from Arizonee

AT the Southern Pacific depot a family boarded a West Sixth Street car. The family consisted of mother, father, two daughters, four sons, two canary birds, eight suit cases and a poodle dog.

When every one was on, father asked the conductor: "What is the fare?"

"Five cents each," answered the conductor, whereat father took out 80 cents.

"Only 40 cents," the conductor said. "There are only eight of you."

"You said five cents each. I thought you meant suit cases and all. Why that's cheap. But tell me, I hear that this Los Angeles is a cheap town to live in. Are the people cheap here, too?"

Conductor—"Where did you come from, anyhow?"

Father—"Arizon—ee!"

### FUTURE TRAINMAN, 14, WRITES POEM

The recent limerick contest conducted by Two Bells for trainmen of the Los Angeles Railway apparently had some bad effects. Even the children of trainmen are writing poems now. The following was written by the 14-year-old son of Motorman E. Day of Division 4. The fact that his dad is a motorman may be responsible for Mr. Day, Jr., picking on a conductor:

*The trolley wire broke  
At Fifth and Main,  
And from Fifth to Seventh,  
The cars made a chain.*

*Just twenty-five minutes;  
But where was the conductor?  
"Asleep on the seat,"  
Was the report of an instructor.*

*The trolley wire fixed,  
And everything ready,  
But the car could not move  
Without two bells from Eddy.*

*Just fifty demerits  
To the boss was wired,  
So the sleepy conductor  
Automatically was fired.*

### Introducing: New Men of The Week

The following men have been assigned to divisions for the week ending August 14, 1920:

**DIVISION 1**  
Conductors: C. O. Steel, R. A. James, J. U. Moffitt.  
Motormen: L. L. Ferris, A. Haley, E. J. Bare.

**DIVISION 2**  
Conductors: E. L. Bodine, M. E. Shain, G. W. Yount, C. O. Logsdon, G. W. Gardner, L. V. Merriam, M. Combs, E. H. Matthews, H. M. Vining, F. C. Allen, V. W. Gore, B. Griffie.  
Motormen: M. Mariscal, J. E. Grant, H. S. Crawford, B. M. Truran, E. W. Sibley, Jr., J. C. Rinehart, F. E. Peterson.

**DIVISION 3**  
Conductors: J. A. Fordyce, E. Proctor, R. R. Richmon, C. C. Donner, W. Roe, T. M. Adams, B. E. Northrup.  
Motormen: O. B. Brock, W. H. Wood, J. B. Arnett, P. E. Wilkins.

**DIVISION 4**  
Conductors: R. E. Chandler, E. S. Cowan, W. M. Logue, W. S. Kerr, L. Johnson, S. Goldstein, E. G. Benedict, F. H. Cavanaugh, C. V. Bonner, G. C. Huntley.  
Motormen: W. M. Rock, B. A. Witter, U. S. Kilgore.

**DIVISION 5**  
Conductors: A. W. Hall, N. Fishback, A. O'Donnell, A. S. Brooks, M. J. Roos, H. J. Osborne, R. B. Reinert.  
Motormen: J. H. Goyke, A. L. Mann, D. R. Babcock.

## COATS PARKED DURING HOT PERIODS

I'll tell 'em, banana, I can peel, too!

This is the good word that has gone around the divisions with the announcement that coats may be "parked" during the hot hours of the day, allowing trainmen to work in shirt sleeves. The uniform blue chambray shirt must be worn by those taking advantage of the privilege and detailed information is contained in bulletin No. 332, which was issued August 16.

In connection with this privilege, which is extended for the first time, it is important that trainmen exercise particular care to present a neat appearance. Any tendency toward sloppy appearance in connection with this concession is sure to result in complaints being made to the company and probable cancellation of the privilege.

## DEER WALKS OVER HUNTERS--ALMOST

A bloodcurdling tale of mighty hunters has come to light through the confessions of the principal sinners. Lo, the tale: Messrs. J. Collins, E. A. Williams and Wm. Harris have just returned from a deer hunting trip up in Cudahy canyon, near Frazier's mountain. Shortly after their arrival they stumbled upon Messrs. Zuber, maintenance of way department, and Griffin and Casey, former Division 4 men. After counting noses and comparing plans they decided to join hands in the expedition.

The first morning out they jumped a fine buck and Harris shot at him but the buck had ague (or somethin') and didn't connect somehow. Williams did likewise, spoiling the horns. Harris than dropped his rifle and claims he was trying to round him up but somehow the buck was always chasing him. Finally he headed him toward Casey, who threw up his rifle closed both eyes and let him have it. Luck was with him for once and the deer crumpled up.

M. Zuber also secured a fine buck and the entire party report a great trip with the exception that they had to keep Williams under observation as he persisted in putting salt in the coffee and trying to make doughnuts in the wash basin. Outside of that they had some trip.

### DISMISSAL IS THE LAST MOVE A MAN MAKES FOR HIMSELF

To the office of George Baker Anderson, manager of service, come many trainmen. Some for discipline when it has become necessary, some for dismissal when they have left themselves no other alternative, some for commendation for good work done. All see the sign over his desk which carries a big lesson. Read it over and turn it over in your mind. It is as follows:

*No smart executive likes to fire men.*

*But some men ought to be fired.*

*They are not only dishonest themselves, but they create dissatisfaction among others.*

# Conductor Ding and Motorman Ding Ding

By Rolling



CONDUCTOR DING and Motorman Ding Ding are new members of the Los Angeles Railway family, but they are going to get bossed around quite a bit. Their mission in life is to do and say funny things for you. Like Two Bells, they are at your service.

What would you like to see these funny trainmen do and say? Send in your idea to the editor of Two Bells

and we will make Conductor Ding and Motorman Ding Ding present it to all employes of the Los Angeles Railway. Perhaps some funny incident on the cars or around the assembly hall at divisions, out along the tracks or in the shops appeals to you as funny enough for these two to put on. Get busy now and send in your funny idea. They crave action!

## Bouquets And Things

(Hand Picked)

Mr. E. S. Ross, a regular passenger of the West First Street line, visited the office of the manager of service recently to leave a little verbal bouquet for Motorman E. B. Valentine, of Division 4. He said:

"This motorman avoided a bad accident by a quick and clever stop, and this is the second time I have seen him do it. I can speak very highly of him and believe he handles his car better than any other motorman I ever saw."

Thank you, Mr. Ross.

Los Angeles, Cal., Aug. 5, 1920.  
Los Angeles Railway Co.,  
City.

Gentlemen: This is to advise you that I have known your Mr. H. Lozier (Motorman No. 2167), for almost two years and consider him one of the best men in his particular line on your road.

I believe that I am in a position to know as I have had a great many years experience in engineering myself.

Yours very truly,  
J. L. BYSON.

338 South St. Andrews Place.

Mr. Geo. J. Kuhrts, Gen. Mgr.,  
Los Angeles Ry. Co.

Dear Sir:  
An employe of this company, Otto Zive by name, lost his pay envelope on one of your cars the evening of August 3rd. The envelope was found by Conductor A. Nielson, No. 1456, of Division 2, and turned in to the Lost and Found Department, which in turn phoned this office. The pay envelope, containing \$39.00, has been returned to Mr. Zive.

We desire you to convey to Conductor Nielson the thanks and commendations of this company for his honesty and integrity as well as the appreciation of Mr. Zive.

Your company is to be congratulated that you have such men in your employ.

Yours truly,  
FAIRCHILD-GILMORE-WILTON CO.,  
By D. V. Pect.

A recent letter from Frank H. True, former city councilman, who lives at 141 North Serrano Avenue, shows a helpful spirit and appreciation of good service. It says in part:

"I wish to congratulate you upon your improvement in service. When I was a member of the City Council and traveled on an annual pass, I did all I could to help the boys along, and now while I am paying my fare, I do the same thing.

"I think it is the duty of every citizen to assist in the traffic and guard against accidents.

"People should appreciate the fact that you hold the fare at five cents, which no other city of this class seems to do.

"I am yours,

"Very truly,  
"F. H. TRUE."

## VISIT TO LOGGING CAMP

### BIG STEELHEAD TROUT HUNGRY MIGHTY REDWOOD FELLED

THIS is the second installment of a vacation story written by Motorman R. C. Lindsey of Division 4, describing the wonderful Redwood country of Northern California where the little settlements are shut off from the rest of the world. The story will be concluded next week.—The Editor.

By R. C. LINDSEY

At Philo, we changed autos, continuing the trip over the last mountain in a touring car, arriving at Elk just before dark, and not too late for a hot supper at Greenwood Inn. The town is blessed with two names, either Elk or Greenwood. It nestles on the side of a hill, the Pacific at its feet, with a bay somewhat similar to Avalon, making an excellent log pond. The big lumber mill runs winter and summer, shipping the finished product out on lumber steamers that load with the aid of a high line, as they are forced to anchor about two or three hundred yards out.

We spent the night at the Inn, and I had a merry old time catching a few dozen of the jumpiest "jackrabbits." The folks around there call them fleas, but you've got to show me.

#### MOVABLE LOG CAMPS

We left Elk for Camp F the following morning on the log train. The route followed Greenwood Creek almost the entire distance, and the scenery was very beautiful. About this time I began to get fishing fever in the worst form, and wondering if I had forgotten to put my tackle in my grip.

Camp F consisted of a cook house and a few shacks, perched on the side of the mountain, or along the track. They are all built on log runners, so they can be easily moved when necessary. Eating time was announced by a Chinese with an anvil, so we sat down for our first feed in a logging camp. The cooks were all Chinese, and they can cook when they want to, and I guess these wanted to, for the eats were fine.

#### HUSKY STEELHEAD TROUT

We had no salmon eggs, and were advised that it was difficult to fish with a fly or spinner, so we got a small piece of red beef from a cook. I found a good looking pool, and sat down behind a large boulder, then looked over to see what I could see. The pool was alive with trout, but they looked quite small. Well, I didn't waste any time getting a piece of bait on my hook, and dropping it in. Wham! away it went across the pool, and I pulled it in. Say, I got the surprise of my life; that pretty steelhead was a good eight inches long, and I later discovered the reason the fish looked so small. The pool looked to me to be about three feet deep, but it was a great deal deeper. The transparent water fooled me; I was a greenhorn, no fooling. And say, folks, when I took the hook out of that trout's mouth my hand was trembling more than when I handed out my first witness card.

#### FISH, BROWN AND SIZZLING

In about an hour I had ten pretty good sized trout, and had thrown quite a few small ones back in the creek. I hunted my friend, and found he had a dozen, so I suggested we investigate the taste of the critters. The Chinese accommodated us with the necessary pan, grease, etc., and it wasn't long before we had them sizzling. And, man alive, how nice and brown they turned, just bursting to pieces when you tried to turn them, they were so tender.

The next morning I started to work. My friend was a faller. A faller starts the log rolling, you might say, as he cuts down the tree. There are two fallers, a first and a second. The first faller has the say, and is responsible for the falling of the tree. Most of the timber is on the mountain side, and believe me, when a 200-foot tree falls, and then starts sliding down, look out below, for it takes everything in its path until it hits a stump and anchors. I saw one big redwoods spin on the stump and then fall sideways across the canyon, breaking in a million pieces, a total wreck.  
(To Be Concluded)

## On The Back End

(Contributed)

A car was about to leave Seventh and Grand when a party of three appeared, apparently intending to board. One lady got on while the gentleman was kissing the other lady good-bye. "All aboard," the conductor called, and gave two bells.

As the car started away the lady exclaimed, "Oh, my husband!"

The conductor asked, "What about him?"

"You have started off and left him," she said.

"He can get another easily," the conductor replied, meaning another street car, not wife. But she misunderstood, and out came the notebook and pencil.

Wife—"Oh! Look at the funny little cars!"

Husband—"Those are the new safety cars."

Wife—"Is 'Larco' the name of them?"

Husband—"No, dear, those initials stand for 'Los Angeles Railway Company'."

This question was actually asked by a lady of Los Angeles.

Anyone in need of a baby carriage call on Conductor W. J. Harris, No. 12 of Division C re.

A lady boarded a car with five children from seven years up. She only had 25 cents so she had to do some keen thinking. And she did. She took the five children and sat them on her lap. The conductor said "thirty cents lady, five children and yourself."

The lady replied: "Sir am I not under five?"

John, close the front door, daddy's pipe went out.

MOTORMAN 893.

There are some conductors so neat, To ride with them is a treat. No soiled collars, no soiled cuffs, Handle the people without any gruffs. No one neglected, all are protected, Credits to them are always reflected.

#### SEE SUPERINTENDENT WHEN YOU NEED A LOAN

When it becomes absolutely necessary to request a loan for a financial emergency, consult the "Instructions Regarding Loans" which have been posted at all divisions. It is provided that the applications for such loans must be taken up with the division superintendent first. Observance of this rule will save you unnecessary delay.

## Strick Action on Switches

(Continued from Page 1, Col. 1)

can work easier and remind them that the push button signals will stop the car. Cases have been brought to my attention where passengers rang the buzzer signal and others heard it sound, but the conductor failed to signal the motorman to stop. Strict attention to duty in this particular is imperative.

#### Instructors May Lose

I hope the article in last week's Two Bells about line instructors giving students adequate teaching by word and example has had effect, but I am afraid some line instructors are going to lose the chance of earning the extra money allowed for this work. A student looks to his line instructor to set the example for courtesy and attention to duty that he should follow. If his instructor is careless, the student will develop into a careless trainman. A careless attitude among instructors must be stopped even if it means the job.

One of the most effective ways of bringing home a matter of courtesy and proper street car service toward

women is say to yourself, "Suppose that was my mother, wife, sister or sweetheart." The particular service I refer to is waiting till women have entered the car before starting.

#### Both Are Responsible

Both conductor and motorman are responsible, but in such a case chief responsibility rests with the motorman. Suppose your mother or wife, on entering a car had her hands on the hand rail and one foot on the step, then a careless crew started the car and jolted her to the street or caused other injury. How would you feel toward that car crew? If you were a he man you would want to knock a bump on each fellow's head, then knock it off again, so it may be well from the standpoint of health to watch the matter closely.

Now I have got quite a few paragraphs off my chest and I think you see clearly the difference in each case between the right and wrong. There can be no middle course, so let's follow the rule of the road. Keep to the right.

# Looking 'em Over at the Divisions

## DIVISION 1

Chief Janitor Rafferty's vacation was spent in the city, visiting the parks, etc.

Conductor Kaftra, after trying the night switching job at Division 1 for a few weeks, thought he would like the road better. Was the work too hard, Kaftra?

Motorman L. Burnett took a day off to help move two van loads of furniture from the country to the city.

Harry Tuttle, former dispatcher, is spending his vacation at Lake Tahoe. Harry thought his trip would not be complete unless he carried a good gun, so he borrowed Botelko's eight-inch cannon. Have a good time and don't forget you have a harmless weapon on your hip. Mr. and Mrs. Bert Shand are along to look after Harry.

Division 1 is popular for its good-looking men. That's not all. We have a motorman, better known as "the million dollar motorman," who rides to and from work in his \$10,000 sedan. He is now wearing a uniform same as the rest of the common folks.

## DIVISION 2

Conductor F. E. Marshall is leaving August 25 for San Francisco on a short leave of absence. Business that needs his personal attention has called him away for this short period.

Motorman A. Lightfoot will be leaving for Murietta Hot Springs on August 17. Motorman Lightfoot has been doing some pretty steady work on Brooklyn and Hooper and has decided that a two weeks' rest at Murietta will put him in the pink of condition for another swing on Brooklyn and Hooper.

Conductor B. Christensen is leaving on a short vacation in a few days. He says that he intends to meander up around Pomona where the "Sage-hens" live for a rest from the heat. We hope that "Chris" will be able to distinguish the difference between the "Sage-hens" and "Sage-chicks."

Geo. Morris, our Night Master Mechanic, has returned from a two weeks' cruise of the beaches and surrounding beauties. We understand that George attempted to gain a seat on the Judges bench at the recent Venice Beauty Show.

At last we can throw a challenge in the face of all comers. We have the champion "Pinochle" players of Alaska, Siberia, Iceland, Greenland and all other lands, in our midst, namely, Motorman J. Gelt and Motorman I. Kudler. "Come one, come all," is their defi to other divisions.

Acting Supt. Dickey will be leaving September 1, for a hunting and fishing trip in Kern River territory. Quite a number of the "boys" have been strolling into the "Supers" office of late just to tell Dickey about "that big catch" or "Well, we got the limit and then some" and so on. These tales of mighty hunters has given our friend a touch of vacationitis or some such ailment.

### MRS. ADKINS SENDS THANKS

Thanks to employes of the Los Angeles Railway for the kindnesses extended to the family of the late Samuel F. Adkins of the auditing department have been extended by Mrs. Anna Adkins. Mr. Adkins died July 30 after an operation. He had been a clerk of the auditing department for some time and was a member of the Co-Operative Association.

## Who's Who



When the trolley is on the ground And the cars can't get around, Oh where, Oh where, is 9350?

A man trying to make a living selling fur-lined overcoats in Los Angeles during July would furnish a pretty good example of how busy the crew of 9350 is on an ordinary day. The old car just scents out the parts of the city that needs a little attention on the overhead and is on the job in no time at all when the trouble alarm is sounded.

Motorman J. R. Kiser is shown at parade rest but he just adopted that attitude while posing for the picture. He doesn't have a chance to loaf much at other times so it is useless to guess what his disposition might be.

James Masier, who is sometimes referred to as Jim, looks after things generally when 9350 goes into action and is shown in the center of the picture. Next to him is Al J. Judd, the demon lineman.

## DIVISION 5

Supt. Morrison is on his second week of vacation, having gone to Camp Baldy. Foreman J. Robinson is holding the fort at present.

Ernie Dye, the man who teaches the new trainmen all about cars, has returned from a few days' rest and recreation at Catalina.

Conductor R. C. Perry left recently for the northern part of the state on a 15-day leave.

A. F. Grant, clerk of the division, is back from a week's rest from duties. He spent some time looking them over at the beach.

Motorman J. Smith has taken a month off to rest at his home and care for his father who is quite ill.

Conductor G. F. Stevens felt tough enough to go and kill something so he has started out for deer and left all mouths watering for the promised venison steaks.

Motorman N. F. Nelson took a 10-day leave to rest in the mountains.

Conductor C. R. Zoll has returned from a lengthy trip to Minneapolis.

### PREVENT MISHAPS TO KIDDIES

Another safety tip. Do not let children play on cars at terminals or help in changing trolley or lifting fenders. The friendly demonstration is all very well, but if one of the children was injured at play there would be a loud cry against the company and perhaps unpleasant consequences for the trainmen involved.

## DIVISION 3

Conductor G. C. Bemis wishes to thank the boys that appeared on his behalf in the police court lately. Bemis brought charge against W. J. Smithson, a bank teller, for assault and battery growing out of the fact that Mrs. Smithson boarded the car and neglected to drop her fare in box and when requested to do so positively refused, claiming that she had done so. Bemis paid her fare, according to the facts related in court. The following day they called at the home of Bemis and Smithson, who is a man weighing about 200 pounds, proceeded to beat him up, the court was told. Bemis immediately swore out a complaint with the result of a fine of \$20 or 20 days.

Motorman O. E. Hood discovered the other day that the office clock was one-tenth of a second slow. He is some time wizard.

Conductor Frank Leon, our smiling law student, is utilizing all his spare moments in study these days. Frank says that the exams are coming off shortly and he is going to pass.

Motorman Charles Owens has been called east on account of the serious illness of his brother.

Motorman Charles Zimmerman, who has an extended lay-off on account of poor health, writes from Kansas that he is feeling much better and wishes to be remembered to all his old friends.

Motorman Gus David, who has been seriously ill at the County hospital, has sufficiently recovered to leave that institution and paid the division a visit the other day. Gus is still looking pretty bad, but expects to be on the job again before long.

Conductor E. A. Jaquish has taken over the Trainman's Restaurant on trial, so boys get busy and give Jake a boost. He promises a square meal and a square deal.

Motorman C. Smisloff and his conductor get along beautifully together. Maybe because his conductor is a Pole.

No, the Liberty on Spring street is not a regular stop; only when you are off duty.

Motorman Oscar Dunman has bought himself a "Horsemobile," the high price of gas holds no terrors for him: he grows his fuel.

Quite a large number of the men have been requested to see the superintendent lately and it has mostly been this: Failing to call streets and in nearly every case the conductor will raise his right hand and in a loud voice proclaim there is not a man on the job that calls the streets more than I do. Very well, then, get busy and call them more than the other fellows.

Conductor Loevenstein says that if he runs with Motorman Reid much longer he will be able to qualify for a position as trouble shooter as Reid is always spotting stray fenders or loose bell hangers, etc.

Sad story: Extraman given night run at 10 a. m. at 12 noon told someone on street that he was going to miss out; did miss out. Next morning told to see Mr. Mac; did so. "Why didn't you make your relief yesterday?" "Well, I missed out." "Well, turn in." He did so. Gone. Too bad. Moral: You've got to play the game square.

## DIVISION 4

Conductor E. C. Croughan has been wearing a smile all week. (One of those smiles that makes his mouth play tag with his ears.) Recently he had an accident and started passing out witness cards. He approached a sweet young girl and asked: "Will you kindly give me your name and address?" She evidently didn't know that an accident had happened for she innocently replied: "Yes, I'll give it to you, but I don't think it will do you any good because my mother does not allow me to have any fellows calling on me."

Motorman W. E. Cowart is off duty on a nine-day leave. He is fixing the lawns and flower beds around his home and also intends to help his wife put up fruit preserves for this coming winter.

Conductor R. M. Knourek claims he almost had his head bitten off the other day. He works on the West Eleventh line and was approaching Eighth and Broadway the other morning about 7:15. He called out, "Eighth street," and about eight or ten girls got up to be ready to get off. As his motorman was slowing up Knourek yelled, "Hamburger's Department store." Then came the avalanche of insults from the group of girls, who evidently must have been a bunch of female counter jumpers.

We are having our office enlarged and from the looks of things it is sure going to better conditions for Mr. Wimberly and his crew of assistants, who have been working in their very limited space without complaint. The editor lost his mail box when the carpenters started working on the office extension, and after looking for it for three days, two hours, six minutes and twenty seconds finally found it back in Mr. Wimberly's private office.

Motorman E. A. Ricketts is taking a six-day leave to rest up a bit. He is also entertaining some visiting relatives now-a-days.

The editor feels that he is expressing the sentiment of the boys of Division Four when he says that it was an agreeable surprise for us to find out that among the numerous limericks sent in for the recent Limerick Contest, the verse which was written and submitted by Conductor D. W. Gibbs of this division took first prize. We feel mighty proud of Brother Gibbs. Maybe he will let us hear from him again. How about it, D. W.?

Only four trainmen resigned from this division during the past week. Resignations are gradually getting to be a thing of the past in our division. The following four men resigned to take up other positions: Motorman A. E. Lacy, Motorman H. A. Nobles, Conductor E. J. Phoenix and Conductor P. H. Adams.

Simplicity is service, but let's not forget that calling out the streets is not only a rule but also an accommodation.

Motorman H. H. Smith is off on a twenty-day leave to recover from ill health. We hope that he will be back on the job in due time, feeling much better from his twenty-day vacation.

SONS OF L. A. RY. MEN WORKING  
The "chip off the old block" idea is demonstrated by two young men who are spending a busy summer testing bonds. They are Richard Rees, son of Burt Rees, the company librarian, and George Link, Jr., son of Mr. George Link, of the engineering department office.