

# TWO BELLS

VOL. 1

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No. 4

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

## L.A. Railway Joins Safety Council

### Protect Yourself on Car RING FARE THEN GIVE CHANGE

By George Baker Anderson  
MANAGER OF SERVICE

It is not pleasant to be forced to admit that there are still in the employ of the Company a few conductors who are willing to take their reputations for honesty in their hands and throw them to the winds—all for the sake of a paltry handful of nickels.

The records of the very great majority, in this respect, are clean, and I am sure will be kept clean. That they would go the limit in co-operating in effort to punish those guilty of this petty dishonesty I am likewise sure. No man who has any self-respect, no man who wants to look his wife or his children or his sweetheart in the eye, wants it known that he has among his associates any man who would deliberately steal money.

#### Protect Good Names

It is as much for the protection of the good names of the men engaged in the service of operating our cars as anything else that it is necessary to rid the service of a few dishonest men.

The safe thing for every conductor to do is to be so absolutely certain that a fare is rung up when it is handed to him that no passenger riding on the cars will wonder whether he is going to ring it up or not.

There is only one way to be perfectly safe in this particular. It is to be sure that the *first thing you do* after the money is handed to you by a passenger, whether it is a nickel, or four bits, or a dollar, or a big bill, is to RING THE REGISTER.

Then make change.

#### Register Fare First

Don't attempt to make change until the fare has been registered.

If this is done in the order set forth there will be no possibility that anybody can suspect that you have not rung up the fare or that you may not intend to do so.

This keeps your record clear, makes your reputation for honesty secure, and leaves the Company in a position where it can give you an absolutely clean bill of health with other employers who may want you to go to work for them.

Don't take any chances.

Ring the fare the instant it is placed in your hands.

Play safe!

#### City Law Involved

There is one factor in street car service that has become a great an-

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### Protect Yourself on Car RING FARE THEN GIVE CHANGE

### TWO BELLS GOES AHEAD!

### KEEP UP A LIVELY INTEREST

TRUE to its name, Two Bells goes ahead. The first three issues of this newspaper, published by and for employes of the Los Angeles Railway, showed such an interest being taken that it was necessary to enlarge the size in order to utilize all news items, suggestions and funny stories. Hence the enlarged edition.

The response Two Bells has received from trainmen has been fine. Good suggestions, good stories and good news items have been placed in the boxes at all division points. But it is only a beginning. Not all of the two thousand and more trainmen have written anything for Two Bells but they will.

Let's all get the "Go Ahead" spirit that Two Bells typifies and make this paper a big success.

### SAFETY CARS FOR VERMONT SHUTTLE

With nine of the one-man safety cars on hand, preparations are being made to put them in service shortly. The cars have been tried out over the hills and dales of the Angeleno and Crown Hill lines and the Temple Street run. Two safety cars have been delivered to the instruction department that men may be trained in the operation.

It has been decided that the first safety car run will be the Vermont Avenue shuttle which operates from Vermont avenue and Manchester to Olympic Boulevard.

### Raises Moustache to Win \$25 Dare

Just to show you there are more aways of making \$25 besides doing real work, Stenographer Nelson, of Division 1, is raising a moustache. It's one of those baseball ones—you know, nine on each side—and also accounts for him using a cigarette holder.

It seems not so long ago some hairless wonder dared hi mto change his type of beauty by planting a moustache an dletting the crop grow where it would. This unknown party backed up his convictions with \$25, July 10 to be the deadline.

So on July 10 the demon typewriter pugilist will collect \$25, again oil up his trusty safety razor and remark, "Here goes nothing."

#### A HINT

While you are a flirting with success And making plans to nab it, Some other chap, who fusses less, May rush right up and grab it.

—New Success.

### 2 TRAINMEN MADE CAR DISPATCHERS

Two popular trainmen have been promoted to the dispatcher's office. They are M. A. Joseph of Division 1, and H. L. Park of Division 5. Steering cars by telephone had supplanted the controller and bell cord for them.

J. G. Owens, who is well known to many trainmen who have been with the Los Angeles Railway for a couple of years or more, has returned to the schedule office. He has been away for some time but recently returned to his old haunts.

#### AN ACCIDENT

"Willie," said his anxious mother, "I thought I forbade your fighting any more, and now see that big scratch on your face! You've been at it again, haven't you?"

"No, honestly I haven't, ma," said Willie.

"Did some one strike you?"

"No, ma. I haven't been fightin' at all. It was an accident."

"An accident?"

"Yes. You see, I was sittin' on Johnny Jones, and I forgot to hold his feet."

#### ESSAY ON PANTS

Pants are made for men and not for women. Women are made for men and not for pants. When a man pants for a woman and a woman pants for a man, that makes a pair of pants. Pants are like molasses; they are thinner in hot weather and thicker in cold weather. There has been much discussion as to whether pants is singular or plural. Seems to us that when men wear pants it is plural, and when they don't wear pants it is singular. If you want to make the pants last, make the coat first.

### SIX MILLION MEN SHARE PROTECTION

Joining the largest safety organization in the country, which reaches six million workers, the Los Angeles Railway has become a member of the National Safety Council.

The National Safety Council has headquarters in Chicago and issues to members, weekly illustrated bulletins to be posted for the benefit of workmen in all classes of industries. The bulletins are well arranged and carry important messages of safety that mean saving of life and limb and dollars. These will be placed in conspicuous places at all division headquarters, the shops and car houses.

#### Safety Letter Issued

Another useful feature of the railway's membership is the weekly safety letter sent to all members. This is in the style of a newspaper which gives the news of safety campaigns and what employers in various states are doing to make working conditions as safe as possible. The reading material is available to all employes of the Los Angeles Railway and is on file in the library, room 767 Pacific Electric building. Come in and look over the library next chance you have.

#### Task of Education

Figures compiled by the Safety Council show that two-thirds of the task of making any organization 100 per cent safe is a matter of education so that placing guards on machinery and such features plays a minor part. It shows the old story that human intelligence is superior to mechanical devices and the best way to avert accident and injury is to be careful and not "take the chance."

The Safety Council is expected to be of particular benefit to employes of the Los Angeles Railway. Watch for the bulletins and literature at your division and visit the library often.

#### MAW KNOWS A FEW THINGS

Willie—"Paw, what is the difference between an engaged girl and a married woman?"

Maw—"A married woman personally attends to the work of putting on her rubbers, my son."

Paw—"Willie, you keep your mouth shut!"—Cincinnati Enquirer.

#### MEN'S WORK

Two pretty girls met on the street and kissed each other rapturously. Two young men watched the meeting. "There's another of those things that are so unfair," said one.

"What is that?" said his friend. He pointed to the scene—"Women doing men's work."

# Editorial Comment

## The Rules of The Game

WHEN you were knee high to a grasshopper and played baseball on a sand-lot or behind the gas-works you thought the kid who didn't play according to the rules was made of pretty poor stuff and often he received prompt justice from a future Jack Dempsey. Then there was the other kid who always kicked his glass aggie out of the way when he saw a marble was going to hit it.

That is going back into history and getting to fundamental examples of fair play but it illustrates the point. The world admires the man who "shoots square" and has no use for the man who violates and disregards the rules of the game.

The necessity of strict rules and strict obedience was demonstrated as supreme in the world war. Winning the war was the biggest job that ever faced this world and no job was ever done with a greater spirit and obedience of rules.

Scores of trainmen of the Los Angeles Railway can attest this fact. Today your job as a trainman calls for your best working spirit and efficiency. The Los Angeles Railway has a thorough set of rules governing all features of street car operation. In setting out these rules, which you are expected to obey, remember that they are also important factors for your protection.

The war again illustrated this point. Drinking from a well marked "water poisoned" would render a man subject to severe discipline but the sign and order was for the soldier's protection. Safety regulations of the Los Angeles Railway are to save street cars from being smashed up and to save you from being injured.

Perhaps you never regarded rules in that light before but think it over and see if it isn't right. Remember, the world admires the man who "shoots square."

## CHECK ON CARS AHEAD OF TIME

"Do you know the running schedule and time points of your line? If you do be sure and keep to them. If you do not, learn them at once and keep to them."

This advice is spoken by R. B. Hill, manager of operations, as a result of complaints reaching the offices concerning cars running ahead of time. When a cash customer misses his car by taking an extra gulp of coffee at breakfast and mistakes his calculation by 1 1/2 seconds it is bad enough. But when he figures it right and then misses his car because it is running ahead of time he rightly becomes peeved, mad, angry and ready to lick his weight in street cars.

Accordingly, a thorough check is being made of the street car system to determine what men are operating their cars ahead of time.

### Keep a Smile on Your Lips

It is better to joyfully, hopefully try For the end you would gain than to fetter Your life with a moan and a sigh.

There are clouds in the firmament Ever the beauty of Heaven to mar, Yet night so profound there is never but Somewhere is shining a star.

"Now, boys," said the teacher, "one more question: Can any one give me a sentence with the term 'weather-beaten'?"

"Sure!" said Reddy Backrow. "Me old man roots for Vernon whether beaten or not."

## Many Also Ran In Quake Dash

WHEN our enterprising young earthquake started to shimmy on one foot everything was just as peaceful at Division 2 as a Boston bull-pup at a cat show. One conductor who was counting up his money had got to 95 cents and didn't stop to look for another nickel because they are kind of up in the world on the second floor there.

It remained for Clerk C. J. Clark to show speed that would have made Barney Oldfield look like second lead to the hare in the fable about the 100-yard endurance run against a turtle. It was a case of here he comes; there he goes.

But it was serious business for C. J. and he authorized the following statement for publication:

"I'll tell the world I had lots of company."

Customer—"Have you frog legs?"  
Waitress—"No I ain't, smarty. Me short skirt just makes 'em look thata way."

### The Irresponsible Month

"Fares, please," called the conductor as the June bride and groom boarded the car.

The groom proffered a nickel. The conductor asked the lady for her fare. "Oh, we are one now," she said with a blush.

The conductor was insistent. The groom dropped a penny in the fare-box, and when the official asked for four cents more, remarked dreamily:

"We feel like children under ten, you know."

## Dick Smith Breaks In on One Man Car

THE old saying that the only way to learn how to do a thing is to do it, has been proved by "Dick" Smith, the lightweight champ of the instruction department. He knows every motorman or conductor who has broken in during the past 12 years, so it is a pretty sure hunch you know Dick and can appreciate this little story.

When the one-man safety cars were ordered, preliminary plans were made by the instruction department for training operators. Dick then hied to a city in the northern part of the state where these safety cars are in operation and took a job.

For the first trip he was busy enough to make the famous one-armed paper hanger look like a loafer but soon learned the tricks of the trade and is now highly enthusiastic over the convenience the safety car affords an operator.

## NEW RULE BOOK FOR 1920 READY

A new book of operating rules for employes of the Los Angeles Railway has been completed and published. The book contains 31 pages giving the 93 operating rules and sections of city ordinances applicable to street car service. Regulations covering hand, flag and lantern signals are illustrated.

A special feature of the new book is the index arranged in alphabetical order. The sections are subdivided in the index and give the number of the rule and page of the book where this data may be found.

The book is divided as follows: general rules, special rules for conductors, special rules for motormen, signal code, city ordinances, supervisors.

"My! Jacob," said Steinberg. "that is a beautiful diamond you have in your pin. How much did it cost?"

"I paid \$1,000 for it," said Jacob. "\$1,000! Good gracious!" exclaimed Steinberg. "Why, I didn't know you were worth that much."

"Well, you see," exclaimed Jacob, "my Uncle Isaac died and left \$1,000 for a stone to his memory. I was the executor, and this is the stone."

—Contributed.

### HOW TO KEEP FIT

Walter Camp, the world's greatest authority on athletic sports, says:

Work all the big muscles of the body daily, as the animals do. Get all the fresh air, sunshine and play you have time for. Avoid anger, jealousy and worry. Drink seven or eight glasses of water a day. Keep clean in body and mind.

## Monthly Dance is Better Than Ever

There is one thing Charlie Means does better than promoting the monthly dance of Los Angeles Railway employes and that is promoting the next one. Do you get me? If you have attended any of these dances you do.

Such was the case Saturday night at the monthly social event in Recreation Hall, near Division 4 headquarters. With good music and entertainment every one who attended had a dandy time. If you missed, try to get to the next one.

# LIBRARY GIVES CHANCE FOR LEARNING

If you have a desire to read some books about electrical works and engineering without being hampered by a lot of long words in technical terms, the library of the Los Angeles Railway offers the opportunity. In room 767 of the Pacific Electric building there is a collection of magazines of interest to street railway employes and a fine array of books prepared so that the man with little or no technical training can understand them and derive a benefit.

### Visit the Library

Next time you are in the P. E. building—if for only a few minutes—drop in at room 767 and look over the library. Mr. W. B. Rees is in charge and will be only too glad to help you. Here is a list of the interesting books:

Croft—"Electrical Machinery." Spring—"Non-technical Chats on Iron and Steel." Hiscox and Page—"Gas, Gasoline and Oil Engines." Sadtler—"Chemistry of Familiar Things." French—"Engineering Drawing." Miller—"Oxy-Acetylene Welding." Jones—"Turning and Boring." Bennett—"Corporation Accounting." Moore—"Textbook of Materials of Engineering." Wooley—"Shop Sketching." Stanlev—"American Machinist's Handbook." Morris and Ostrow—"Gas Engine Ignition."

### Pattern Making

Ritchie and Monroe—"Pattern Making." Markham—"Tool Making." Marks—"Mechanical Engineer's Handbook." Merri-man—"American Civil Engineer's Pocket-book." Ignatius—"Financing of Public Service Corporations." Gowein—"Developing Executive Ability." Webster—"Machinists' Encyclopedia" (7 volumes). Licks—"Recreation in Mathematics." "Practical Mathematics" (4 volumes).

Sellen—"Railway Maintenance and Engineering." Kenison—"Mechanical Drawing." Kelly—"Hiring the Worker." May—"Street Railway Accounting." Hudders—"Indexing and Filing." Merriman—"Elements of Mechanics." Tracy—"Plane Surveying." Kerr—"Power and Power Transmission." Timbie—"Essentials of Electricity." Stanlev—"Punches and Dies." Lockhart—"American Lubricants from Stand-point of Consumer."

### Send It In

If you have a bit of news,  
Send it in.  
Or a joke that will amuse,  
Send it in.  
A story that is true,  
An incident that's new,  
We want to hear from you.  
Send it in.

Will your story make us laugh?  
Send it in.  
Never mind about your style  
If the story is worth while  
And may help or cause a smile,  
Send it in.

### The most powerful KING

on earth is.....Wor-king  
the laziest.....Shir-king  
the tighest.....Jo-king  
the quietest.....Thin-king  
the thirstiest.....Drin-king  
the slyest.....Win-king  
the noisiest.....Tal-king

## Turn In All Found Articles Promptly

The recent bulletin about turning in articles left on a car resulted from numerous complaints about lost goods. What one person might think of little or no value, another would prize highly because of some sentimental value. For this reason it is well for conductors to look sharply through the car at the end of runs and turn in all articles found. Notify the dispatcher at the first opportunity.

# Bouquets About Us

(Hand Picked)

Editor Two Bells:

Let me congratulate you on your first number of our new paper. That's not at all bad for a start and there is no reason why we should not have a real live publication like we used to have years ago. The Trolley was a good paper at one time but gradually dwindled away to nothing. Don't let this happen to Two Bells, boys. There's a lot of talent, I am sure, among us, so let's all get busy and send in the news. (Motorman H. H. Lee, please take notice.)

Yours truly,

WALLACE C. G. GERRIE,  
Conductor, Div. 1.

A regular car rider turned in a typewritten bouquet for Conductor Frank Slattery of Division 1, commenting on his good work in keeping the entrance platform clear by having passengers move up in the car.

Here is a nice word of praise for Motorman R. B. Marquez and Conductor Richard Barrett, both of Division 3.

Superintendent, Los Angeles Railway.

Dear Sir:

Just a word to call your attention to two of your men.

I do not know them, but they are a conductor and motorman working on the Vermont and Vernon-Post Office line, Conductor No. 2692 and Motorman No. 1827. They are courteous and considerate, careful and obliging, and good humored and polite in circumstances which ordinarily would call for a display of ill temper.

I have noticed them on several occasions in the rush hours, when jammed traffic, packed cars, and ill-humored passengers ought to strain patience and forbearance to a breaking point. But they didn't break, which I believe is one of the tests of a good employe.

Respectfully yours,

JOHN M. BECKWITH,  
Los Angeles News Bureau.

Credit for this special act of courtesy is due to Conductor W. F. Whisnand of Division No. 3.

Los Angeles Railway.

Dear Sir:

Will you please give the enclosed five cents to conductor No. 2406, who very kindly paid my fare when on entering the car a few days ago, to come home, I found my coin purse missing.

If you will do this you will greatly oblige.

Yours truly,

P. E. TENCH,  
849 S. Ardmore.

Supt. E. C. Williams, of Division 1, has posted a bulletin stating that conductors must make a special effort to have passengers move up in the car. Crowding about the entrance is one of the greatest causes of slow loading.

Ye Editor Two Bells:

The voice with a smile wins. Having had dealings with a corporation (once upon a time) who used as their slogan, "The voice with a smile wins," and afterwards in a small business of my own after applying it, found out it pays.

I am acting now as Monkey to a "South Main" motorman, gathering in the nickels and find out the slogan pays the Monkey, in taking less talk from the public and a nice compliment occasionally. And besides (maybe so), saving the Monkey's face and uniform from being mussed up.

The voice with a smile wins, boys. Try it one round-trip and find out for yourself.

"TEXAS."



## These Gents with pains are never curst Because they practice Safety First



## While life to these with pain is full— They thought that Safety First was "bull"

## A Passed Up Passenger Feels Worse Than a Gambler in Church

(Continued from Page 1)

noyance to patrons and places trainmen, not only in danger of trouble with their superiors, but makes them liable to prosecution and punishment in police court for violating a city ordinance.

This is the matter of passing up passengers in violation of the law and the company rules. Rule No. 29, in the new Book of Rules, is perfectly clear on the subject. It reads:

*Passengers must not be passed up unless car is disabled, or there is a car of the same destination following within three blocks. "Take Next Car" sign must be displayed. Conductors and motormen are equally responsible for observance of this rule.*

*Cars are in service from the time they leave the car-house until they return to the car-house.*

### Must Show Sign

It is perfectly clear that the "Take Next Car" sign MUST be displayed. And yet numerous complaints have been received lately from persons who stood at a regular stopping point in clear view of the motorman and saw the car run past them without even slowing down. Such persons are usually sharp to catch the car number and report the crew. This has caused demerits in several cases and brings the efficiency rating down to dangerously near the deadline of 75 per cent. Still more serious, some angry patron who has been passed up will be apt to go a little further and after getting the car number, take

steps to learn the motorman's name and swear out a complaint for violating the city ordinance, which carries a penalty of \$100 fine or 50 days in jail.

For your own protection—do not pass up a passenger unless your car is disabled or there is a following car of the same line and going to the same terminal within three blocks and ALWAYS have the "TAKE NEXT CAR" sign in view.

### GET A TRANSFER

If you are on the Gloomy Line,  
Get a transfer.  
Get off the track of Doubt and Gloom,  
Get on the Sunshine Track, there's room,  
Get a transfer.  
If you're on the Worry Train,  
Get a transfer.  
You must not stay there and complain,  
Get a transfer.  
The Cheerful Cars are passing through,  
And there is lots of room for you—  
Get a transfer.  
If you're on the Grouchy Track,  
Get a transfer.  
Just take a Happy Special back,  
Get a transfer.  
Jump on the train and pull the rope  
That lands you on the Station Hope—  
Get a transfer.

—The Optimist.

This clipping of good advice was handed in by Motorman M. O. Swain.

# On The Back End

(Contributed)

A PORTLY lady in the neighborhood of 40 summers and a couple of hard winters boarded the car at a very busy corner on Broadway. She presented a one-dollar bill she had held clenched in her sweaty palm, to the conductor. Seeing he was about to give her dimes and nickles she asked for her change in this manner:

"I'll take a half-dollar, a quarter, and—I ain't particular about the rest of the change."

The next passenger heard the "con" mutter softly, "Too bad Uncle Sam doesn't make 95-cent pieces."

Division No. 3.

Conductor A. B. Morse, Division No. 1, has received 15 credits for turning in a valuable suggestion for bettering service. Good work and an interest in the work bring reward.

Who is the motorman on the Los Angeles Railway who had a B. O. light circuit; got on top of the car and oiled his trolley base because the juice came through it to light the car?

There was a Chinese named Ching Ling.  
He fell off a street car,  
Bing bing.  
The con turned his head,  
And to the passengers said  
"The car's lost a washer."  
Ding ding.

My first day's work as a conductor:  
Rented a house; had a miss-out;  
took a tripper; had an accident; put two men in the hospital; had an interview with Mr. Van Vranken; made an accident report; bought a watch; took a night run; had a trolley break; worked 14 hours.

P. V. Mann had nothing on me.

Conductor P. Casserly,  
Division 2.

Anybody that wants a good clog dancer can just call on F. Byers, Division 2.

A. M. EMERSON.

Division 5 furnished the only extra to Manual Arts High, June 17. "Wha wuz you all?"

"That reminds me of old times," said Motorman G. Gunner, one-time gunner in the British army, to his son, Casitry, lately of the U. S. Navy, as those bad men from the shipyards exploded bombs under the car at Vernon crossing. As Casitry flagged, one blew a hole in his trousers, injuring his leg. Casitry said nasty things that would have shocked the purity squad.

### WHO KNOWS ABOUT IT?

Editor Two Bells.

Dear Sir:

I have heard that it is almost impossible to kid A. A. Cash about "getting his goat" because he has a goat ranch somewhere out in Bouquet Canyon. The man I have reference to is a combination dispatcher and motorman of Division 3. He offered to take me to the Alexandria for dinner. What is his idea? Do you suppose he wants me to promise all my empty tobacco tins for him to develop into shredded grape-nuts as breakfast food for his goats and other poultry?

Please treat this as confidential but I would appreciate the information.

CONDUCTOR, Div. 5.

# Looking 'em Over at the Divisions

## DIVISION 1

Conductor Pingry took a day off to attend a wedding, also a swell feed. Pingry hopes more of his friends get married.

One of our conductors had a 12 o'clock report the day we had a slight earthquake shock. At 1 o'clock we called him for a run, but no response. Next morning, when asked where he went, he explained, "I beat it up town and stood in front of Cohn's jewelry store waiting for another shock."

Conductor F. D. Mitchell is always very particular about his "stick-up" time.

Dry goods men say skirts are going up and stockings are coming down, so wives and sweethearts please have patience if he does not arrive home on schedule time, as he may be walking.

Dad Menzer challenges any one to a pool championship contest.

Conductor J. H. Stanley left the other day for a trip through the State in his Ford, camping and fishing.

Conductor C. L. Farral has taken a short run on the Indiana shuttle to use the extra time to paint his garage.

Motorman P. Christan was married Sunday, June 20. He took a brief honeymoon and returned to duty last Tuesday.

## DIVISION 3

It is said that Motorman J. W. Barrett ("Slim") brought the money car in late the other morning. The only excuse he had was that he was hunting broken trolley and span wires as he says he just must get some merits, that's all.

It is understood that our genial motorman, Glen Chapman, is going into the ice cream and soda business. At least we have observed him several times lately in earnest conversation with the young lady soda dispenser at the Bruce Drug Store, evidently getting some pointers on the fine points of the business.

Extra Conductor Bonnell is kept extra busy these days calling his room-mate "Sleepy" Gestner, who has Rip Van Winkle beaten to a frazzle.

Conductor Eddie Koehm was taken seriously ill on his run the other day and has returned home from the hospital. We hope to see him back on his run again shortly.

Recently we had two of our men, Motorman Rokey and Conductor Gasparro run down by brainless auto drivers, both being badly bruised up. But, glad to say, that they are just about ready to take their runs again.

Our two new night switchmen. Twombly, "Wild and Woolley," appear to be getting fat on the job. Guess it must be the exercise they get chasing the elusive register cards.

The insurance man was putting questions to a former cowboy, as he wrote out his application.

"Ever had any accidents?"

"No," was the reply.

"Never had any accident in your life?"

"Nope. A rattler bit me once, though."

"Well don't you call that an accident?"

"Hell, no. He bit me on purpose."

## Who's Who



IF all the street cars were operated out of Division 1 today it would be quite exciting and somewhat perplexing but in the olden days it was easy because that was the one and only division headquarters. The change from then to now with five divisions shows development of the Los Angeles Railway and hints at the service record of Supt. E. C. Williams of Division 1, because Ed saw those times when he broke in on the back end in 1903.

Along in 1908 he became a clerk at Division 1, then in 1913 was assistant chief at No. 5 when that division was opened. He returned to No. 1 in 1915 and became division superintendent August, 1917.

## DIVISION 5

Motorman Thos. S. Lyons will be away until July 15 attending to a personal matter of matrimony and honeymoon. The future home will be at 3529 Sixth avenue.

Conductor Leonard Govett has gone to Fresno to visit friends and look over some land there.

Motorman L. Henzman will spend the month of July in Arizona on pleasure and business. That is, if any Californian can find any pleasure in Arizona in July.

Conductor L. Boyd will leave next month for Missouri.

Motorman N. Kinne is going on a vacation into the mountains and will get to a point so far from civilization that the daily newspapers don't get in until they are five months old.

Motorman W. S. Campbell will spend August fishing and hunting but he didn't tell us what.

Motorman Earl Hagerty will leave in September for Erie, Pa., where he will visit his mother whom he has not seen for 20 years. Earl has been with the Los Angeles Railway since 1906, except for the time he was in military service.

Clerk C. E. Cline (nee Conductor Cline) is now behind the counter at Division 5 and has enjoyed the first two weeks of his new job. He was formerly on a University car.

Supt. Morrison—"My hair is coming out. Please give me something to keep it in."

Uncle Eben—"Here is a pill box. Will that do?"

## DIVISION 2

### SOME DONT'S

- ◆ Don't throw orange or banana peels about at terminals, it is dangerous when turning pole.
- ◆ Don't let go the catcher rope when you are changing ends, it may go through window and injure someone.
- ◆ Don't phone in sick and be seen walking with your girl at Venice.
- ◆ Don't be gossiping with motorman, school boys may set brakes on rear end. (P. S.—This has actually happened.)

### MOTORMAN, Div. 2.

Motorman J. B. Savage had an ankle painfully injured last Tuesday when he slipped and fell in the pit of the car-house.

Conductor J. A. Madigan is a new transfer clerk in the office on extra duty.

Switchman H. K. Newton has gone to El Paso.

Motorman M. D. Swain probably will be carrying street cars in his sample case before long as he has resigned to become salesman for a large hardware concern in Los Angeles.

R. Walker, stenographer at division headquarters, is a California native son by adoption. Having recently come to these parts, he expressed a desire to know from experience what an earthquake felt like because he had only read about them in the "Pearls of Pauline." Now he is satisfied.

Looking like a million dollars, C. W. Walker, who was a regular conductor before he entered army service, April 5, 1917, reported back to division headquarters last week.

Motorman O. L. Harrison is taking a 30-day rest at the beach.

Conductor C. G. A. Cronlund is off to the mountains for a month. Conductor B. E. Pittinger has the same inclination.

Motorman S. M. Taylor is taking a month leave of absence to visit his mother, who is ill at her home in Pennsylvania.

Motorman Albert W. Rabe of Division 1 sent in this lively clipping:

"Fare, Please!"—"Fare!"

The passenger gave no heed.

"Fare, please!"

Still the passenger was oblivious.

"By the ejaculatory term 'Fare!'" said the conductor, "I imply no reference to the state of the weather, the complexion of the admirable blonde you observe in the contiguous seat, nor even to the quality of the service vouchsafed by this philanthropic corporation. I merely allude, in a manner perhaps lacking in delicacy, but not in conciseness, to the monetary obligation set up by your presence in this car, and suggest that you liquidate."

At this point the passenger emerged from his trance.—London Tit-Bits.

Watch out when you pilot a car on the track where men are working. Use extreme caution or you may hurt their feelings.

## DIVISION 4

Motorman C. L. Seibert has left for Greenville, Fla., on a 30-day leave, to rest up and recover from ill health.

Conductor H. F. Meyer has resigned and left for St. Louis.

Conductor T. F. Wilson tells this one:

A lady with a baby got on my car and handed me a five-dollar bill to change. I didn't have very much change and so I said to her, "Is that the smallest you've got?" She replied, "Yes, I've only been married a year and a half."

Among the boys who have resigned to "go back east" are Conductor F. M. Hale, who left for Jacksonville, Ill., Motorman W. E. Baldwin for Globe, Arizona, Motorman C. W. Yates for Polo, Ill., and Motorman D. R. Akin for Hot Springs, Colo.

Who said this "laugh and grow fat" slogan is all wrong? Motorman E. D. Smith is always laughing about something when he's off duty and Smith tips the scales at 250 pounds. Some baby, eh?

Conductor W. L. Burke has resigned on account of ill health and left for Quitman, Texas.

Motorman R. H. Clymer also found it necessary to leave the service on account of ill health.

Motorman J. Garner met with an odd accident the other day when a wall bed in his home fell down and struck him on the head, cutting and bruising his scalp. He is now off on a 33-day leave.

Speaking of sporty conductors, nobody has anything on Conductor H. P. Brown. Brown only works about five hours a day and don't work at all on Sundays. He eats at the "La Palma" Cafe, except when he eats at "his club." On Sunday he spends a great deal of his time playing golf. He is a mighty good conductor in every way when he is on the job. The only thing that ever got his goat was "prohibition."

Mr. J. T. Salata has resigned to go into the cement business.

Here's a little poem which was sent in by one of the boys. It appears that his modesty would not allow him to attach his name to it but we are willing to bet a dollar it was not Motorman Hayden himself. We wish to thank this unknown contributor for his co-operation in helping to make "Two Bells" a success. The poem follows:

Motorman Hayden, respectful and fine,  
Who runs one of our cars on the West Pico line,  
Has won a good name from the people he hauls;  
He is right on the job when the buzzer buzz calls;  
But when he hits Broadway a few minutes late,  
And on one of the corners a lady does wait  
'Till Hayden has stopped and received his two bells  
And she don't run for the car, but just stands there and yells,  
And waves her cute "hanky"—he can't hold up the line,  
He tips his cap, smiling, and shoves it on nine.