

HOME BUILDING STARTS THIS WEEK



TWO BELLS

Vol. 1

OCTOBER 4, 1920

No. 18

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

NEW DISPATCHING PLAN

Funny Story Prize Winners Announced

PUNCHING OF TRANSFERS EXPLAINED

By R. R. SMITH
Chief Instructor

A transfer properly punched and presented at the right time and place is equivalent to cash. Like a ticket purchased from a ticket agent for a steam railroad, or at a box office of a theater, it represents money paid out for a certain privilege. It is essentially a record of an agreement for a special privilege entered into between the street railway company and a passenger. To deface or mutilate it so that it will not pass for the purpose for which it is intended is, to some extent, like mutilating a coin or currency so that it will not pass at its face value.

At Face Value

A street car conductor, when he goes to a cigar store and receives coupons which entitle him to credit on future purchases, wants to know if these coupons are worth saving and whether they will be taken at their face value when presented. He wants to know also that a transfer allowing him to exchange goods purchased in department stores will be taken at its face value.

Similarly, he should want to know that a transfer that he hands out to a passenger will be taken at its face value by the conductor to whom it is presented. The only way by which he can do his own share in making a transfer good at its face value will be by seeing that it is properly punched as to direction in which it is to be used, hour of the day, and date on which it will expire.

Errors Cheat Passengers

If a conductor marks a transfer with his punch so that it cannot be properly accepted by the conductor to whom it is presented, he has deprived the passenger of a portion of a ride to which he is entitled. He is in the same position as he would be in, at a point half way or two-thirds of the way to the destination of his own line, he refused to allow a fare-paying passenger to continue his ride to the end of the line.

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

CASH AWARDED STAR WRITERS

THE man that figured the pen was mightier than the sword did not figure on the pen that wrote funny stories, or he would not have compared it with anything as mild as a sword. In the next war, if such there be, some bright corporal or general is going to get the bright idea of dropping funny stories into the enemy's trenches and let the opposition laugh itself to death.

When Two Bells announced a funny story contest, with prizes for the best contributions, the offerings came in from all divisions and departments.

Here Are Winners

The winners of first, second and third prizes are, respectively, Motorman G. V. Grimshaw of Division 5, Motorman E. M. Worsley of Division 1, and James E. May, of the sub-station department. The prizes are five, three and two dollars.

Five prizes of one dollar each were won by the following men: Motorman H. H. Lee, Division 1; Motorman R. Van Soest, Division 2; Conductor J. O. Adamson, Division 3; Roy C. Hall of the Auditing Department, and Conductor L. H. Parker, Division 2.

Awards This Week

The prizes will be awarded this week, following the announcement in Two Bells.

The story submitted by Motorman Grimshaw that takes the cookies is as follows:

I was working as conductor on the Grand Avenue line. When we stopped at Eighth and Grand a young woman fell off the back steps just as I looked out the front end.

I was a new man, impressed by instructions to get names in case of accidents. I ran back. When she saw me coming she got up and ran. She was some sprinter, and arrived at Seventh and Grand before I overhauled her.

Turning around, she poked out a nickel and snapped:

"Well, if you want this nickel bad enough to chase me a whole block, here it is."

The second prize story, submitted by Motorman E. M. Worsley of Division 1, is mighty good humor, and at

(Continued on Page 2, Cols. 1-2)

Safety Cars Set Fine Record on Griffith-Griffin

SAFETY Cars on the Griffith and Griffin set a remarkable record for safety in the first full week of operation. The last full week of the old type of car was September 5 to 11. The change was made in the middle of the following week, so the first full week of Safety Cars on the line was September 19 to 25.

In the last week of the old style cars there were 18 accidents on the line, resulting in 11 injuries, and two of the 11 were due to step accidents.

In the first full week of Safety Car Service, September 19 to 25, there were only 13 accidents, with but one injury, and no step accidents.

Safety is the first essential of street car operation, and the Safety Cars are certainly supplying it, and will continue to do so if the operators are always on the alert.

CREWS WILL WATCH OWN SCHEDULES ENTIRELY

CREWS WILL WATCH OWN SCHEDULES ENTIRELY

Adopting the system followed today by most big cities of the United States, car crews are to be put on their own schedules without the necessity of calling the dispatchers for starting time from terminals. Men will be kept on the telephone boards to handle trouble calls when delay is involved and a re-arrangement of the supervisors in their districts will help the trainmen on the streets.

The new plan is to be started Sunday, October 10. Every crew has its schedule and the motorman has to keep his time points according to it. The trainmen will have the responsibility of keeping on time without the usual telephone calls.

Start Plan Sunday

The motorman will have a mileage card for reports of delays or turnbacks when ordered by the telephone trouble men as the mechanical and electrical departments require accurate data on the travel of each car so that it may be kept in the best possible condition and prevented from sliding into the B.O. class.

Turnbacks Regulated

The general rule on turnbacks will be that through trips will be made by the front car when a delay has bunched two or more cars of the same line and the leader has ten or more passengers. He will pick up the passengers of his follower and the follower will turn back. Then at the opposite end of the line the car that made the through trip will be turned back and the other will travel to the terminal. This will balance the mileage of each car. Instructions in such cases where the delay is five minutes or more will be given by supervisors or the telephone trouble men, who will be reached as usual over the dispatcher's telephone.

In case of power trouble, a downtown parade or some other serious interruption in service, supervisors will be stationed at the important switching points to regulate movement of cars.

Six Bungalows to Start Program for Housing Employees

The home building program of the Los Angeles Railway, which is to benefit employes of all departments, will see dirt flying this week. Six bungalows are to be built in the first unit of the housing plan. Every effort will be made to have the bungalows completed quickly so that employes may see them and get a definite idea of the kind of homes planned.

Three different types will be embodied in the first six bungalows. As soon as they are completed, pictures of them will be printed in Two Bells.

Indicating the keen interest in the housing plan, 130 applications were presented within three days of the announcement. The application blank in itself is not binding, but it is requested that all those who intend to participate in the plan send in their applications by next Monday, October 11, to indicate how many want homes. Blanks can be obtained from the department and division representative on the housing committee.

Editorial Comment

Your Example of Help Is a Guide to Riders

EVERY time we have a chance we let people know that if they will move up in the car they will speed up loading of the car and permit quicker operation. The same thing applies to having fare ready and a lot of other little ways in which the car rider can help himself. We call it co-operation, and try to show the benefits of the company and passengers working together.

The Los Angeles Railway has transportation to sell. It charges a certain fare for carrying a person, but begins the co-operation by placing seats in the car for greater convenience of passengers. It is transportation, and not a seat, that the passenger pays for.

In rush hours passengers have to stand on most cars, and that is the case in practically every city of the United States that has a population of any considerable size. If enough street cars were placed on the streets to give everybody a seat, traffic would be so badly congested that time for a trip would be almost doubled. Even then passengers would not wait for the cars that had vacant seats, as we notice every night they will get on the first car.

But to get back to that co-operation idea. We sell transportation and have a conductor to collect the money.

The degree to which thinking passengers will help in having change ready and keeping the entrance clear will depend on the help the conductor gives in handling the passengers. Many of those helpful things are rules, such as calling streets and being courteous. But every trainman knows there are many other minor things that go to make up good service and help passengers.

Every trainman finds out some points on every line and every type of car. Many of them are not mentioned in the rule book of the company but are the rules of gentlemen everywhere. We expect passengers to regard the ordinary ethics of life and to cooperate.

Let's set them the example.

HUMOROUS STREET CAR STORIES WIN PRIZES

(Continued from Page 1, Col. 2)

the same time shows the importance of obeying rules about keeping the A-Z-U-R-I-D-E box clear of matter that does not belong there.

Arriving home recently, I found my young son, Leslie, aged 9, with another young sprout, gleefully sorting a large bunch of used transfers of various colors. I said: "Son, where in the world did you get all those?" He said: "Off the Central car I came home on, papa. They were in a small tin box in envelopes by the gate, and it said, 'Take one.'"

I said: "You must have taken them all."

"Well," he said, "it was the end of the line, and no one else seemed to want any, so I just took them."

This stuff they call "subtle humor" shows up in the story submitted by James E. May of the substation department.

A car stopped at 2nd and Spring (being U. V. Central), and a lady stood opposite the motorman, and in a hurry she called out: "Will this car take me home?"

The motorman smiled and said: "Yes, ma'am."

She climbed on, and never said anything to the conductor.

The car got out to 39th and Western, and the lady got up and said: "I thought you said this car would take me home."

The conductor, seeing the joke the motorman had played, just smiled, and said:

"Why, lady; you never told me you had moved at all."

There were some stories deserving prize money, but they were either

over the 100-word limit or the writer did not give his name.

Now we have the five one-dollar prizes:

A young man had taken his father to the S. P. Station, the latter evidently going on some long journey.

After having checked the baggage, they returned to the platform in front of the station, and began pacing back and forth, the father talking rapidly and earnestly to the son, evidently imparting instructions of grave import. Shortly, after a very affectionate leave-taking, the son started for a near-by street car, and the father for the station entrance.

The latter, after taking a few steps in that direction, suddenly turned, rushed towards the son, and shouted:

"Get transfers, Heinie!"

MOTORMAN H. H. LEE,
Division 1.

When I came to the junction of Spring and Main Sts. the other day, southbound, a man stepped up to the front end of the car, and taking his old pipe out of his mouth from between his tobacco teeth, asked me:

"You go Hell? ? ?"

Not giving him a direct answer, he asked again:

"You go Hell, over the Broadway? ? ?"

Not knowing if I had to do here with a missionary, or perhaps a foreigner who probably meant Hill Street or Broadway, I smiled the best I could, and said:

"I don't know, but this car goes over Main Street."

MOTORMAN R. VAN SOEST.

Brooklyn Avenue car, Fifth and Main. Car stopped. One man, three ladies, eight kids by the step. The man picked up the five youngest, and said: "Pay for these?"

"No."

Then one of the ladies with a baby

200 New Stools are Put on Cars; More To Be Installed

Two hundred of the new stools, painted yellow and with the number of the cars to which they belong stamped in the wood, have been put in service. This is the start of the plan to equip all cars with standard stools for the motorman and conductor, making them part of the permanent equipment of the cars. These stools are not to be removed except on special orders.

The first allotment went to Division 2, and other divisions will be equipped as the supply is received.

CONDUCTOR MAKES LIGHT OF TROUBLE

Motorman C. L. Fridd, of Division 1, who, by the way, has had several years' experience as a switchman at Div. One, had a very trying experience out on his run on Maple Avenue recently when darkness began to overtake him.

C. L. put the headlight on, and worked until time to leave the terminal trying to put the plug in place. When he remarked to the conductor, "I don't see why the mechanics send out a headlight with such a short cord on it. They ought to know better." His conductor made an investigation, and found C. L. had inverted the light.

Must have been mixing them, Charley!

Marked Reduction in Trolley Breaks

A marked decrease in trolley breaks has been reported. This is due to three things. First, that motormen are paying close attention to operation of their car, preventing the trolley pole from hammering the overhead when the trolley wheel leaves the wire. Second, a more accurate check is being made on the condition of trolley wheels, and third, new wire is being installed wherever it is possible to replace the old material.

TRUTHFUL COPY

The reporter was sent to write up a charity ball. His story came in late and it was careless. The editor reproved him the next day by quoting an extract:

"Look here, Scribbler, what do you mean by this? 'Among the most beautiful girls was Alderman Horatio Dingley.' Old Dingley ain't a girl. He's one of our principal stockholders."

"I can't help that," returned the realistic reporter. "That's where he was."

in her arms got on, and gave her nickel. The man on the street said: "Put them off at Soto Street; we are going to walk."

CONDR. LOUIS H. PARKER,
Division 3.

"Quick, conductor; take my packages while I help little Raymond on."

"Does this car stop at Budlong?"

"Yes, ma'am. Dogs are not allowed on seats."

"That seat's too hard for little Raymond, any way?"

"Budlong, lady."

"All right, conductor, go on; I just wanted to show little Raymond where he used to live."

CONDUCTOR J. O. ADAMSON,
Division 3.

On the Stephenson Avenue car line one day as I was going home a young lady stepped up to the conductor and said, "Can you tell me if this car stops at Pimple Avenue?"

The conductor replied in a faint tone: "If you get off right here and walk up two blocks, you will find it has become a (boil) Boyle Avenue."

ROY C. HALL.

SAFETY CARS ARE HERE TO STAY

By George Baker Anderson
Manager of Service

The Safety Car, in sole charge of one operator, who assumes full responsibility for proper operation and the safety of the public, has been given a thorough tryout throughout the United States and has come to be recognized as the most progressive step in street railway operation that has been taken in many years.

It is unnecessary at this time to go into details regarding this car, but I will remind you that its adoption by the Los Angeles Railway in the interest of safety, was recommended by the State Railway Commission and the Board of Public Utilities, and *the car is here to stay.*

Warning Discipline

Your attention is especially directed to Bulletin No. 389, issued September 27, by Mr. R. B. Hill, Superintendent of Operation, which states that any trainman unnecessarily ringing his gong when he finds a Safety Car on the track ahead of him, or any trainman who makes remarks tending to bring the Safety Car into ridicule, will be subjected to severe discipline.

Violations of this rule will be interpreted as exhibitions of disloyalty to the company, actuated by a desire to incite the public against a car which experience shows is better adapted for quick and SAFE street railway service than any other type of car.

Give Safe Service

Every trainman who is interested in safe and successful operation will speak of the advantages of this car, if he refer to it at all in conversation with the public. If a man's attitude toward the Safety Car is unfriendly, it will be taken for granted that he is not interested in safe and successful operation, and he will be treated accordingly.

We do not desire in our service any man who, by word or deed, stirs up public antagonism to the service which we are endeavoring to render.

My Landlord

My landlord met me
At the door
And said, "Your rent
Is ten dollars more."

I read the notice
And to him did say,
"I've made different arrangements,
So will move away."

"The way you are treating me
I would not treat your dog;
You have well earned the title
Of the Old Rent Hog."

"You may be all right
In this world below,
But it won't be called heaven
Where some landlords go."

"Now groan and squeal
Till your mouth will foam,
For the boss is building
For each a snug little home."

"And take it from me,
My boss you can't beat;
He won't let his employes
Be turned out in the street."

A TRAINMAN, Div. 4.

CUT OUT THE GROUCH

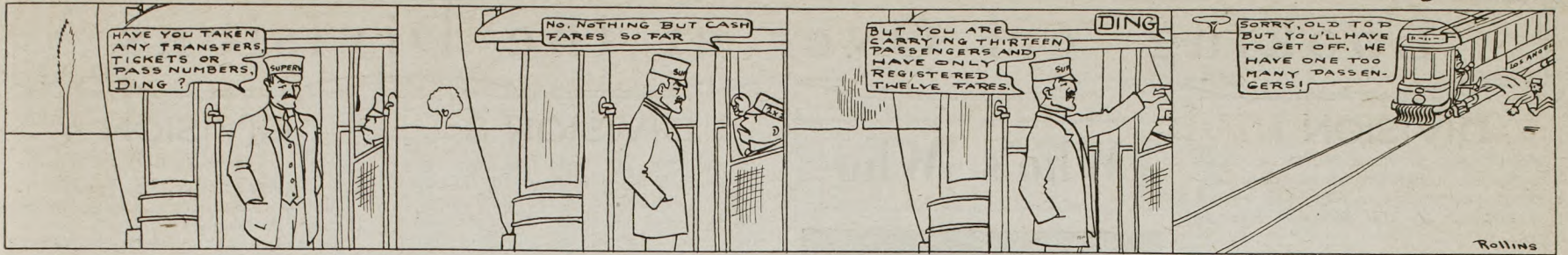
If things aren't to your liking, the boss isn't to blame. Dig in and be cheerful and prepare yourself for something better. Telling your troubles heaps more on you. Keep trouble under your hat. Work as though you were tickled with your job.

Sometimes it goes against the grain. But it shows you're there with the goods. Cut out the grouch—for this reason—it keeps you exactly where you are.—W. E. Sweeney.

A train of thought will not do you much good unless you get up enough steam to carry it through.

Conductor Ding and Motorman Ding Ding

By Rollins



Bouquets And Things

(Hand Picked)

Courtesy to old ladies usually appeals to anyone. It is most commendable and credit here goes to Conductor Paul Tromblay of Division 4.

Los Angeles Railway.

Gentlemen: I wish to congratulate you on having such a man as Conductor No. 1396, who was on car No. 928 running on the West Eleventh-Lincoln Park route today. If all your men were of the same stamp you would hear no complaint from the public.

He answered all questions as to streets and transfers as if he did not wonder why in the world people would consider he knew anything at all about such things. He took care of several old ladies and carefully helped them off at the right corners. His temper, his manners and his disposition made every one else in the car good natured. I for one was glad to watch him on a day which was particularly blue for me.

Very truly yours,

BESSIE IRENE KEECH,
614 Laughlin Bldg.

* * *

Now friend wife puts in a good word. We are glad to hear from her. She tells us that Motorman E. A. Kover showed her an especial act of courtesy, which was greatly appreciated.

Los Angeles Railway.

Gentlemen:

I would like to call your attention to the courtesy shown me by motorman 2447 on a Stephenson Avenue car the other evening.

As I boarded the car, it being very crowded, I was compelled to stand up which was very hard to do for I had my eighteen-months old baby in my arms. The motorman, seeing me, politely arose and insisted upon my taking his chair, which I did, and I certainly appreciated his kindness.

My husband who is motorman W. C. Rissman of Division three also wishes to thank him for his kindness toward us.

Sincerely yours,

MRS. W. C. RISSMAN,
1160 San Antonio,
Los Angeles, Cal.

* * *

Here is an indication of a good spirit. Motorman Knapke of Division 5 saw another motorman avert an accident by good work, so he saw to it that the good work was reported and the bouquet goes to Motorman E. M. Duvall, also of Division 5.

Los Angeles Railway.

Gentlemen:

I was a passenger on car No. 584, car run No. 104, Grand and Moneta line, 7:33 P. M. September 4, approaching intersection of Budlong Street and at a distance of not more than 100 feet, in front of car a woman and two children, (one a boy about 12 years old) dragging a lawn mower, stepped on track. Motorman made instantaneous emergency application of air brake and reversed bringing car to stop not more than 5 feet from group. While as a matter of fact that was his duty, yet in view of the promptness and good judgment displayed I believe his action is worthy of commendation and, therefore, take pleasure in calling your attention to it. He undoubtedly saved a very serious accident.

I would further like to say that I have ridden on his car a number of times and have noticed that he is very courteous and pleasant to such passengers as have approached him. Altogether I would say he is a good man for the L. A. Ry. to have in its employ.

I do not know the motorman's name, but his badge number is 553, I do not know whether Division 2 or 5.

Respectfully,

W. F. KNAPKE,
Motorman No. 787 (Div. 5.)

EVEN DEAL FOR RIDER AND RY. ON TRANSFERS

(Continued from Page 1, Col. 1)

Every conductor should realize his responsibility to the passenger asking for a transfer. He should see that the transfer is properly punched in all particulars before he hands it out. He should never punch a transfer for emergency purposes unless the hour is an emergency hour. Under normal conditions, the only emergency hours of the day are from 6:30 to 8:30 A.M. and from 4:30 to 6:30 P.M. This means that if the rush is heavy and the conductor finds himself short of time, he may be excused for punching transfer for emergency purposes, but under ordinary conditions there is no excuse for using the emergency punch at other hours of the day.

It May Hit Your Friend

Every conductor who punches a transfer wrong is liable to get some other conductor into trouble, just as he himself finds himself in trouble when there is handed to him a transfer improperly punched by another conductor. Turn about is fair play, and if he expects to keep out of trouble himself, he should endeavor to keep other conductors out of trouble by seeing that the passenger receives from him a transfer properly marked.

Now, about punching transfers, let me repeat:

Do not punch for emergency except during the rush hours as noted, except in a sudden emergency due to unusual traffic conditions in the middle of the day—and emergencies like this are rare. At all other times draw from your pad a transfer that has not been punched and punch it properly, as it is asked for.

Conductors receiving transfers must use horse sense. I am assuming that all conductors have horse sense enough to understand what I mean by horse sense.

Use Right Judgment

They are expected to think of the

Los Angeles Railway.

Gentlemen: Myself and wife rode out on Eleventh Street car on the evening of August 26th about 9 o'clock. The conductor on the car was one of the most business-like men in that capacity I ever met. He called the names of the streets so plainly. When I left the car at Kingsley Drive I told him if I was in the business of giving medals he certainly would get one. He thanked me and said it was nice when a passenger was pleased.

When I returned the next day on the same line downtown I found on the car the counterpart of the one the night before. He was quick, alert and courteous, and called the streets loud and distinct. I remarked to a fellow passenger what a good man the conductor was, and how good the man was the night before. He said, why don't you take his number and write the company and tell them, as they are pleased to know who the best men are. The conductor's number was 436. I am sorry I did not take the conductor's number on the evening car.

Yours respectfully,

THOS. H. MATTHEWS, M.D.
R.F.D. No. 1, Box 391,
San Gabriel.

GAMBLING

The gambling microbe is deadlier than tuberculosis.

Gambling is one of the subtlest and surest methods of keeping people poor.

It leads to crime. Many a man with good prospects and a promising career has lost all and gone to the dogs by the gambling route.

Don't gamble at all is the "Safety First" rule.

Leave it to the fools.

interest of the company and the convenience of the passenger at all times. They are to use judgment. They are to use tact. They are to treat others as they would like to be treated themselves, but—

If the time comes when you have to refuse a transfer because it is improperly punched and are compelled to ask the passenger to pay his fare, you will certainly be excused by the office of the Manager of Service if you yourself secure the name and address of the person who pays fare because of his possessing an improper transfer, and forward such name and address with the transfer received and a miscellaneous report to explain the circumstances under which you could not accept his fare.

Chance to Help Patrons

This is a new procedure but I believe that 99 conductors out of 100 will appreciate this opportunity of making friends among the traveling public by offering to help them with their little troubles.

Now, boys, watch your step about these transfers. It is very easy to do a bad job, and it is not always the easiest thing to do a good job, but the sense of satisfaction that comes to a man for having done a somewhat difficult or delicate piece of work well beats the record of merits and the bonus that is to follow, all to pieces. If any of you don't believe it, you just make a mental note of the fact now and come in to me the 15th of December and admit that you are wrong,—because you will all admit it.

P. S.—By the way, I understand a lot of the Supervisors started checking up on this transfer question about the 27th of September. It might be well, therefore, for you to begin watching your step.

QUESTION BOX

The Instruction Department has undertaken to answer all questions pertaining to street car operation. Everything from trolley wheel to sand tube is included. Many of the questions will be of sufficient interest to warrant their publication in Two Bells for the benefit of other trainmen. The names of persons asking such questions will not be printed.

Question: I would like to know why a fare box will sometimes stick and yet the crank will turn easily but the money will not come through.

Answer: Clogging of Johnson fare boxes can usually be attributed to two faults in operation, one being dumping of too many coins in the box before running them through, and the other the turning of the crank too rapidly in registering the fares. When the crank is turned too rapidly the coins are thrown into the chute faster than they will slide on through, resulting in the clogging of the box and the shearing off of the safety pin, which then permits the crank to be turned very easily without operating the box. This necessitates taking the box out of service, causing a great deal of trouble and expense.

On The Back End

(Contributed)

S. T. Cooper of Division 4 tells a good one that really happened on the West Adams and Lincoln Park line. A lady asked him, "Would you mind letting me off at Acorn Street?"

"I am sure you do not want Acorn Street," said S. T. "You mean Oak Street."

"Oh yes, that's it, thank you."

□ □ □

Clothes pins might do for transfers. They are good on any line.

□ □ □

R. W. Gilmore and E. G. Gilmore of Division 1 have a plan that beats the street car bandits. At the end of the line the conductor makes the changes inside the car and the motorman attends to the outside.

□ □ □

Motorman R. Bensilke of Division 1 says he was driving through the country in an auto when the vehicle broke down. He went to a ranch house and asked to borrow a monkey wrench. The woman who greeted him was not very familiar with the ways of the world and said, "I have heard of different ranches, such as cattle ranches and hog ranches, but never heard of a monkey ranch."

□ □ □

One evening while I was working on the Santa Fe Avenue line a long time ago, a passenger rushed into the center of the car from the front section and shouted, "A lady fainted. Has anyone got some whiskey?"

About half a dozen bottles were proffered. He took the nearest, held it up and took a big drink, with the words: "I thank you; I always get so sick when I see a lady faint."

Conductor C. A. Steiner.

□ □ □

News is news even if a little late, so we take this opportunity of announcing the wedding of Motorman James Casselle of Division 5 and Miss Mary Jennings. Congratulations!

□ □ □

It is reported that the popular Motorman Reid went to the beach, and while using a spoon bait caught a red-headed woman. Can you tell his friends if it is true?

B 714.

□ □ □

I was asked the other day how the public likes the service of the Los Angeles funeral cars. I told him the public is just dying for it, and that they are simply carried away with it.

A. F. STEINER.

Western Ave. Line Extension Running

The Western Avenue line extension was put in service last Friday, fulfilling the long-felt want of yellow car service for a part of Hollywood. The extension runs from Melrose Avenue to Santa Monica Boulevard, giving residents of that district a more direct route to the Seventh Street business district and giving connection with the red cars.

"Nothing affects a man's standing more than lying."

Looking 'em Over at the Divisions

DIVISION 1

Supervisor Bowers wants a little help in his territory since some motorman extended the West 6th Street line 36 feet at the Melrose Avenue end.

Conductor Staton, the good looking chap, is back on the job after being off for a week.

A conductor on West 6th Street, with a big standing load, asked his passengers to move forward, and politely asked an old lady to move forward out of the doorway so as to let on an old fellow who had one foot on the step and the other on the ground. She said to the con., "That's all right, don't worry; there's nobody in back of me; that's my husband. I don't care whether he gets on or not."

Motorman I. N. Short is on his run after a week's rest at a local Hot Springs.

As Motorman No. 979 pulled up to 5th and Hill on a West 6th Street car a lady on the ground asked him where 5th and Spring was.

Motorman: "Two blocks back."
Lady: "That's funny; the con. on the car ahead told me to transfer here to Temple Block for 5th and Spring."

Div. One is being fitted up with a new coat. Signs all over, "Wet Paint, Look Out."

DIVISION 2

Foreman T. Y. Dickey is back from vacation and reports a fine time, but there is something wrong with his upper lip.

The boys at Division 2 seem very anxious to hear from the housing committee because they are eager to sign up.

The clerks at Division 2 would like to know why they have to count the conductor's money for the day's work. Before the cash receiver goes on duty they take in all the way from 20 to 35 trays between 3 p.m. and 5 p.m.

If you want service on the Griffith and Griffin line, ask W. R. Service. He has the relay and mechanical department on that line at Vernon and McKinley.

The Los Angeles Railway may adopt the "milk test" for motormen. Conductor Casserley placed his bottle of milk on a ledge on the rear of a Vermont car at First and Vermont. At the stock yards, 10 miles distant, it was still there, according to his motorman, G. W. Gunner.

Introducing: New Men of The Week

The following men have been assigned to divisions for the week ending September 25:

DIVISION 1

Motormen: H. S. Pennington, W. L. Norton, W. S. Shaw.

DIVISION 2

Motormen: E. C. Dougherty, R. H. Hodges.

DIVISION 3

Motormen: J. Harbison, O. P. Brown, W. H. Woodworth.
Conductors: C. D. Childs, E. R. Hussey, E. H. Zuercher.

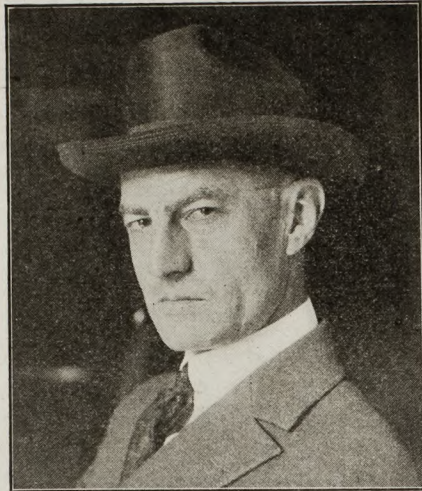
DIVISION 4

Motormen: E. T. Angus, H. Gravitt.
Conductor: J. C. Cronin.

DIVISION 5

Motormen: W. H. Blakeley, E. W. Burner, F. G. Mohr, P. Jaksich.
Conductors: C. W. Bridger, H. C. Stewart.

Who's Who



THE gentleman shown above was asked to pose for a picture with his hat on because that is the way you are most likely to see him. He is John C. Collins, traveling supervisor of safety.

"Johnny" has been with the Los Angeles Railway for about 20 years now and started in as a trainman. He was promoted to the Instruction Department and has helped hundreds of men to become efficient.

In his new position Mr. Collins will be on the cars a great deal of the time and his mission is to help. Remember that.

With the work of the safety bureau well under way, the campaign to reduce accidents will be taken to trainmen direct, and Mr. Collins will have authority for the bureau in ways he sees best to accomplish this end. Every trainman is interested in reducing accidents and co-operation will be a big help in that direction.

ELECTRICAL DEPT.

L. B. Yeager, superintendent of lines, who has been on sick leave, is improving nicely.

L. Couse recently took a fifteen-day leave of absence.

A six months' check on the power meters which show the flow of "juice" coming to the Los Angeles Railway from the Southern California Edison Company has recently been completed. The big meters handle an enormous amount of electricity but are corrected to one-fourth of one per cent accuracy, then a curve is plotted for all records that brings the recording within one-tenth of one per cent accuracy.

An outlay of \$15,000 is involved in the installation of new feeder cable in the Melrose and Western Avenue district to better power conditions in that area.

Six thousand dollars has been spent in additional feeder cable paralleling Main Street from Sixteenth to Jefferson, giving that section better voltage. The improvement was necessitated by the fact that a part of that territory has iron trolley wire that was installed when war times made it impossible to procure copper wire.

One of the big 1000 K.W. motors at the Main station, Sixteenth and San Pedro, has been completely overhauled at a cost of \$4000 and is giving satisfactory service.

A neglected job doesn't hurt the job nearly so much as it hurts the one who neglects it.

The greatest thoughts are the simplest, and so are the greatest men.

DIVISION 3

Conductor Ira Gott has been making himself busy around the Division lately, getting after the new men in the interests of the Co-operative Association. As this is a grand thing, and has splendid benefits attached to it, and costs practically nothing, every man on the job ought to be in it. So sign up, men. Don't wait until something happens, then say you wish you had done so.

Conductor Heinie Loewensterne and Motorman R. W. Reid laid off the other day, and it being the day after New Year's, Heinie went to the wrong end of the line. R. W., you had better take this young man in hand, as we fear for him.

Motorman Charlie Owens has returned from his trip to his old home in the East, where he was called on account of the serious illness of his brother. His brother passed away five days after Charlie arrived.

Conductor A. L. Trout is back on the job again, but is on the front end temporarily, on account of his "bum leg," as he says. A. L. had a serious accident about four months ago, getting tangled up in his motorcycle, and he has been in the hospital. We regret to say he neglected to sign up in the Association, and is now minus \$120.00. Moral, *Sign up, you may be the next.*

Talk about your funny stories. We got this at the Hip the other day: A young woman asked her partner what was the difference between a snake and a flea. He said he did not know. She said a snake crawls on its own stomach, but a flea is not so particular.

How's this for a suggestion? Let every new man, as soon as he is through breaking in, be given a card with his outfit setting forth the benefits connected with our Co-operative Association. It would, I believe, increase the membership, and no man would have the excuse that he did not have a chance to join.

Refuse in Sand Box Invites Accidents

When we were kids at school some of us had a sand pile to play in at recess time. This was great sport in the kindergarten days and whether the effect has been permanent in some cases is an open question. Anyway it has been necessary to warn trainmen against throwing transfer pads and other refuse in the sand boxes. A small wad of paper stopping the flow of sand from a car to slippery tracks might have serious consequences, and it might be on your car.

ACCIDENT SCARE HALTS GROWTH OF MOUSTACHE

Foreman John Robinson says it pays to be up-to-date, so to be practical he is growing a little "nine" over his entire upper lip. It sprouted nicely and looked as though he would have a full fledged cootie garage up until last Sunday. While he was out motoring with his family a certain party decided to disturb the smooth running of his car and drove another car right into the middle of his, landing the car he was driving out into a field on the side of the road. While no damage was done to his car, to speak of, somehow the nine he is growing got a back-set and now he is going around wondering if that dream of a cootie garage is ever going to be realized.

Four miles from town,
My car's broke down.
Now I repent my folly.
The safest way,
I'm here to say,
Is riding on the trolley.

DIVISION 4

I SAY, BOYS

The dictionary says that "news" Means something strange or new. It can't be manufactured, That's a fact quite good and true. But finding news is not a joke, And often makes us blue. I often wish that I could have A little help from you.

We've got to give the glad hand to Conductor R. M. Knourek this time. He is about to get hitched up to the finest little girl in the world. That is what he was overheard to say. We understand he met the young lady one day on the Crown Hill line. We congratulate you, R. M.

Motorman C. L. Seibert is on a thirty-day leave. He and Mrs. Seibert are going to take a trip to Greenville, Fla., to pay a visit to the "old folks at home."

Last Friday, Motorman "Jake" Holm appeared at the barn with a dark spot under his nose. We knew at once that he was going to raise a "soup strainer." Next day the dark spot was entirely gone and when we inquired of him about it he said: "I guess the idea didn't meet with my wife's approval because I woke up last night and caught my wife shaving it off, and she messed it up so much I had to finish the job this morning."

Conductor D. J. Vanderlinden is taking a thirty-day leave to go back to Montana to look over his ranch and also to rest up a bit.

Motorman D. W. Heaton gave us a little surprise the other day when he appeared at Tenth and Vermont with the "Inspector" outfit on his cap. We know he's going to make out fine. D. W. proves the correctness of that old saying: "You can't keep a good man down."

Motorman C. J. Jackson decided to take a little vacation. He is now on an eight-day leave, just resting up, that's all.

Mr. "Irene Brooks" Robinson, our P.M. transfer clerk, is not on duty at all on Saturdays. Anybody wishing to see him about important business will find him in the front seat of the lower right hand box at a theater that features the beauty chorus.

DIVISION 5

Conductor H. L. McDonald has taken a 10-day leave to rest up and loaf generally.

Conductor J. J. Gregory is another who has taken a leave of ten days to enjoy a quiet rest.

Arrival of a part of the carload of government food purchased at reduced prices for the benefit of all employees aroused quite an interest at this division, as many of the boys embraced the opportunity to rap the famous H. C. of L.

A. K. Plummer Made Traffic Director

The many friends of Mr. F. E. Denison, who was for some time director of traffic, will regret to learn that he is in quite bad health and his prospects for a recovery in short time are not very bright. Owing to this, Mr. Denison has resigned as director of traffic and Mr. A. K. Plummer succeeds him.

A single star seems nothing, but thousands of stars break up the night and make it beautiful.