



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

# BIG CHANGE IN SCHEDULE SYSTEM

## BULLETINS TO BE GIVEN IN TWO BELLS

Effective at once, the system of issuing bulletins will be changed so that these notices will be printed in Two Bells instead of being posted in the division bulletin books.

The change will help trainmen because it will enable them to read the bulletins at their leisure and eliminates the necessity of crowding around the bulletin book. It will present the bulletins on concise form, being much more convenient than the typewritten sheets and it will save considerable work in the office of the superintendent of operation.

Bulletins issued up to noon Thursday of each week will be sent to the Two Bells office and published the following Saturday. Emergency or special notices necessary between issues of Two Bells will be sent to the divisions in the form of special notices and kept on the bulletin board until the next Two Bells is printed. The bulletins will be effective on the date Two Bells is issued, unless otherwise mentioned.

Division superintendents keep a file of Two Bells so that back copies may easily be read and they will keep a bulletin book of their own by clipping them from Two Bells and keeping them in order, as is done with the present typewritten bulletins.

Two Bells is the official paper of the Los Angeles Railway, as is stated at the top of the editorial columns, and its contents are to be so regarded.

## New Fiction Books Ready In Library

Eleven new fiction books by well known authors have been added to the company library, Room 604, Los Angeles Railway Building. They are now available and may be taken out for leisure reading.

Following are the new books: Scott; Tangled Trails, by Wm. M. Raine; Partners of Chance, by H. H. Knibbs; The Backsliders, by Wm. Lindsey; In Pawn, by Ellis P. Butler; Snow-blind, by Katharine N. Burt; Mystery Ranch, by Arthur Chapman; The Rough Crossing, by Sylvia Thompson; The Brass Bouncer, by David Bone; Pride of Palomar, by Peter B. Kyne; Harvest, by Mrs. Humphrey Ward.

## Long Spread of Time Reduced

### Children Promise To Obey Rule of Safety First

THREE HUNDRED THOUSAND booklets of fairy tales are being distributed by the Los Angeles Railway to school children of the first to fifth grades in a "safety first" campaign. On the back of each book is a little safety reminder appropriately pictured.

The following appreciation has been received by George Baker Anderson, manager of transportation, who carried out the plan

"Our school house is near the car line. In coming to school many children have to cross three car lines.

"In order to avoid accidents we cross the street in front of the building. We stand on the curb awaiting the signal to cross. We cross quickly when the signal is given. We do not steal rides. We wait until the car stops before we get on or off the car. We face the front of the car when we get off and look for automobiles.

"We thank you for the little booklets. We use them for lessons in reading and language. Our class liked the story of 'The Gorgon's Head' best."

Sincerely yours,  
A 4 CLASS,  
Washington Street School.

### John Stork Back on the Job at Div. 3

The old bird stork has returned from a vacation and to show he was on the job paid a visit to the home of Mot. W. W. Dyer and left therein a beautiful baby girl. W. W. was around all puffed up and with a fine line of cigars. This is the first in the family and we hope not the last, as the cigars were fine. We are pleased to report mother and babe doing fine.

Operator J. A. Biely advises loaders not to sit around the rest room without hanging on to their hand registers. How come? Well, you see, J. A. was sitting at a table, his register lying thereon. He was deep in meditation when suddenly—Ding! Ding! Ding! Ding! He came to and found Conductor F. C. Garret playing with his register. What did J. A. do? What could he do? He dug up twenty cents.

### Serge Uniform Demand Keeps Tailors Busy

With a complete line of new serge suits and five tailors working, the uniform department is now prepared to render prompt service in outfitting trainmen with the popular material adopted in the recent vote.

Mr. Clayton Beers, in charge of the department is making every effort to serve trainmen quickly and advises those contemplating a serge uniform to place their order as soon as possible. The material is excellent and the suits have a good substantial lining.

The one-day cleaning and pressing service is proving a big help in maintaining neat appearance. Minor repairs are included in the pressing service and no extra charge is made. This pertains to work which does not take longer than 15 minutes. In addition to the cleaning and pressing for one dollar uniforms may be sponged and pressed for fifty cents.

Orders for uniforms must be accompanied by the necessary blanks from the division superintendent as these forms are not issued at the main offices.

### Brother Trainman To Make Home Here

Fred V. Hall, brother of Conductor Amos Hall of Division Five, is due to arrive in Los Angeles from Albany about Thanksgiving Day. Fred has been a street car motorman in Albany for some time and, with his wife, expects to make his home in Los Angeles.

### "J. B." ON VACATION

J. B. Hayner, superintendent of employment and instruction, has been taking a brief vacation visiting points of interest in and near Los Angeles and making short auto trips.

Clyde Sawyer, division 5 night brakeman, is off on account of illness.

## LUNCH PERIOD RELIEF WILL BE MADE

Changes in schedules which will eventually affect all lines are being made with view to giving the best possible distribution of time for all trainmen instead of giving a few exceptionally good run with long-time and numerous short-time runs. This will not only tend to equalize the work of trainmen, putting them more nearly on the same basis, but will result in economy in operation at a time when every possible dollar wasted in unnecessary operation must be saved.

It will benefit trainmen as a whole by creation of a large number of desirable runs and reducing the wide spread of time of swing runs.

It will benefit the company by small savings which in the total will help materially at a time when economy is vital. Power and car maintenance will be the biggest sources of saving.

### Give Lunch Period

It will continue adequate service for the public.

These things can be accomplished with little or no inconvenience to any one applying the utmost accuracy and efficiency in the work of schedule building.

One feature of the change will be to give trainmen working the increased number of straight daylight runs a short period for lunch and relaxation." This will eliminate the necessity of grabbing a hasty lunch in a few minutes layover or eating lunch on the car. The practice is dangerous as it takes a trainman's attention away from his work. It is to say the least, inconvenient and makes a bad impression on the public.

Schedules of eleven lines are now being rebuilt. The change will be put into effect first on the West Ninth street line. Second will come West Adams and Lincoln Park, University and Central, East Fourth and Hoover. Third will come Grand and Moneta.

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

# Editorial Comment

Two Bells Is The Official Paper of The Los Angeles Railway

## Efficiency Is Economy

THE lead news story of this week's Two Bells concerning the change in schedule system is of vital interest to all employes whether in train service or not. It is primarily a move for greater efficiency and in efficiency is economy. The present situation of the Los Angeles Railway demands every possible economy.

The new plan contains many features which will appeal to trainmen. First is the reduction of spread time. This chops the "dead hours" a man spends and enables him to get in his pay hours in such a way that he will have more time to himself. True, in some cases the pay time will be cut slightly, but on the West Ninth the new plan means a difference of only 11 minutes' pay time and this is certainly compensated by the chopping of dead time and the convenience of a lunch period.

The runs will be permanent, extra service for schools and Christmas being handled by extras and will not affect the regular runs. To give the greatest possible equality according to seniority of employment, one more general choice will be conducted when the entire schedule book is rebuilt. The fact that arrangement will be made for those who wish the extra time and money to work trippers, speaks for itself.

The new plan will give an even and just distribution of time on all runs. It is one of efficiency which the operating department believes will work for the greatest good of the greatest number.

## FINAL GENERAL CHOICE OF RUNS WILL BE MADE

(Continued from Page 1, Col. 4)

and Brooklyn and Hooper. The others to follow are Eagle Rock and Hawthorne, San Pedro and Western, Maple and Heliotrope, Stephenson and West Seventh and the West Jefferson.

### Final General Choice

As the schedules are prepared they will be posted at Divisions affected so that trainmen may inspect them, and choice of runs on all lines will be conducted under the regular line "shake-up" bid system. When all schedules have been rebuilt there will be one more general choice. It is planned that thereafter extra service for Christmas, schools, etc., will be handled by trippers without further changes to the main schedules, and no change in regular runs.

Here is an example comparing the present time with the time under the new system to be established soon. A West Adams and Lincoln Park straight run begins now at 4:48 a. m. and continues straight through to 2:34 p. m. which gives the trainmen nine hours and forty-six minutes. Under the new system this run will start at 4:50 a. m. Then at 12:05 a. m. a relief will be made and the crew will have a brief period for lunch and relaxation to 12:41, then they go back on the line until 2:47 p. m. giving total time of nine hours and twenty-one minutes.

### Take Another Car

In the example cited above the relief is made at the Plaza. The crew will not go back on the same car they left, as the man who made the relief at 12:05 a. m. will continue on the job, that being the starting time of his straight run which will last until through the evening rush hour, with an eating period during the afternoon. When the crew which went to lunch at 12:05 goes back to work, they will relieve a crew which will begin their lunch period at 12:41, and so on. The relief periods will vary in time from 20 to 25 minutes to an hour or more. The time of day for the relief will depend on the time the run starts.

It will be noted that there is a difference of only 25 minutes in the working time of the run cited above under the present plan and under the new. The 9 hours and 21 minutes'

working time is made within a spread of 9 hours and 57 minutes. It, therefore, becomes, virtually a straight run with a lunch period which will mean much in convenience to trainmen, increased safety and efficiency. The run is desirable and typical of many runs being built under the new plan of reducing long spread time.

### Cuts Long Time Spread

Another example of how the new system will work shows there will be more runs covered in a spread of time of ten, eleven and twelve hours, but fewer involving spread time of thirteen and fourteen hours. At present there are on the West Adams line twelve straight runs involving spread time of nine to twelve hours, and twenty runs involving spread time of more than twelve hours. The new plan will give twenty-six full runs between nine and twelve hours which will be highly desirable, but only two involving spread time of more than twelve hours. There will be six extra runs under the new plan.

In making the change on the West Ninth and East Second street line, the following conditions will be found. At present Division Four has nine West Ninth runs with more than 11 hours spread and two with over 13 hours spread. Under the new plan there will be only two runs necessitating more than 11 hours spread time and none over 13 hours. Division One now has six runs over 12 hours spread and two over 13 hours. With the rebuilt schedules there will be only two runs over 11 hours spread and none over 12 hours spread.

The average pay time on West Ninth regular runs now is nine hours and 21 minutes. Under the new system it will be nine hours and 10 minutes. This gives an average reduction of only 11 minutes actual pay time but reduces the "dead hours" a man has had to spend in the form of spread time and gives the convenience of a regular lunch period.

A line "shake-up" under the bid system is now on for the West Ninth street line.

The change is a big thing to the company and the trainmen. It will give the best distribution of time in justice to all men. New details will be announced as fast as they are developed.

The need for economy is vital and economy is to be accomplished by the most efficient schedule building. But if the company set out to save money by rearranging the schedules under the present system it would mean more short extra runs with excessive spread instead of increasing the number of straight runs.

Men who are anxious to make extra money will have a chance to take out trippers in addition to their regular runs.

## BULLETINS

BULLETIN NO. 346

Notice to Trainmen

Commencing with the next issue of "Two Bells," all Bulletins in their present form will be discontinued. Such information, instructions, and change of rules, as have heretofore been made by Bulletin, will in the future be carried in "Two Bells" only, and will appear numbered in consecutive order in the third column of the second page of "Two Bells," and over the signature of Supt. of Operation.

Trainmen and others concerned must not fail to closely note this column each week, as ignorance of such items as may be covered in this manner cannot be accepted as an excuse for failure to comply with the requirements.

Any Heads of Departments who are interested in receiving this information, will notify Mr. Jeffery, Editor, of "Two Bells" in case they are not receiving sufficient copies to supply their needs.

Should it be necessary to call the attention of trainmen to certain matters previous to the next issue of "Two Bells," notice will be placed on the Bulletin Boards at the Divisions, but such notices will be removed as soon as the next issue of "Two Bells" containing the same matter comes out.

Each Department should keep a properly indexed scrap book in which these Bulletins clipped from "Two Bells" may be posted and preserved in addition to their complete file of "Two Bells."

BULLETIN NO. 347

Notice to Trainmen

Frequently reports of accidents in which vehicles are concerned are turned in with the statement "No damage," or "Slight damage."

In the future, all cases where damage is done to automobiles, or other vehicles, trainmen will state the facts, such as body damaged, running board crushed, fender badly bent, wheel broken, and axle bent, etc., in order that the seriousness of the accident can be readily determined.

BULLETIN No. 348

Notice to Trainmen

On and after Nov. 1st, on business days, in calling the Los Angeles Railway, the numbers will be "Main 4187" and "108-06."

On Saturdays after 1:00 P.M., all day on Sundays and Holidays, and between the hours of 5:30 P.M. and 7:45 A.M. on business days, all calls must be made over "Pico 4629" and will be handled by the Emergency Board.

The different Divisions and Departments are now supplied with the following telephones:

Division No. 1.....	Pico 3139
Division No. 2.....	South 1901-J
Division No. 3.....	Lincoln 2833
Division No. 4.....	516-16
Division No. 5.....	Vermont 4694
Uniform Department.....	Pico 3067
Line Department.....	271-753

BULLETIN NO. 349

Notice to Conductors

Lost Passes

The following passes have been lost:

No. 1513 issued to Pearl Heywood, Car Repairer, Division No. 3.

No. 4198 issued to R. W. Fowler, Motorman, Division No. 2.

No. 5030 issued to T. W. Muller, Motorman, Division No. 3.

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

*R. B. Hill*  
Supt. of Operation.

## Mildred Huffman Marries Wednesday

Miss Mildred Huffman, who made many friends by her cheery disposition and continual willingness to help when she was stenographer of the safety bureau, is to be married next Wednesday. Mr. Harry McCunniff is the lucky man.

They have the best wishes of the office folks for many, many happy years.

For Condr. R. W. McDonald, Div. 3 Los Angeles Railway, Gentlemen:

The courtesy of your conductor No. 1908 on car No. 810 last night was so commendable that I want to tell you about him.

He was kind and agreeable to all of his passengers and was decidedly attentive to an aged couple while getting off his car on W. Wash.

I am, Yours truly,  
"MRS. L. J. EDMUNDS,"  
1627 So. Norton Ave.

## FOUR LEADERS IN SAFETY SPLIT 4 POINTS

Seventh inning, and Division Four holds the lead in the fourth safety contest by a narrow margin. Splitting fractions is getting to be a weekly habit in deciding the lead so Division Five can claim honors almost equal with Division Four. Both have a score of 899 but Division Four has a little the better of the decimals.

Division One is two points behind the leaders with 897 and Division Three is fourth this time with 896. A run of auto accidents was responsible for Supt. Dye's men dropping behind a bit.

Division Two holds undisputed possession of the cellar.

Three weeks will tell the story of where the safety championship pennant is to repose for the next ten weeks. With four divisions within four points of each other, it is anybody's race. It calls for continual and persistent effort as the contest is now in the stage where a single accident may shift the standings.

## 35 MISS CLEAR COURTESY RECORD

The increase in September complaints, which followed the record low mark of August, is reflected in the number of men failing to receive the monthly 10 credits for courtesy and safety.

In August only 31 out of approximately 2200 trainmen failed to receive the 10 credits for clear courtesy record in the month, but in September there were 35. A gain of four out of 2200, may not look very big but no one wants to see an increase at all.

Exactly 528 men failed to receive the ten credits for clear safety record in August and in September this figure was 571.

## Dies After Taking Husband's Body Home

Mrs. F. P. Kilbourne, widow of the late Motorman Frank P. Kilbourne of Division One, died October 7 at her home in Montecito, New York, according to word received here by the Co-operative Association.

It will be remembered that Motorman Kilbourne, who was one of the veteran street car men, died February 16 after he had been struck by an automobile. The body was placed in a vault at Rosedale and Mrs. Kilbourne took it to the old home when she left for the east recently.

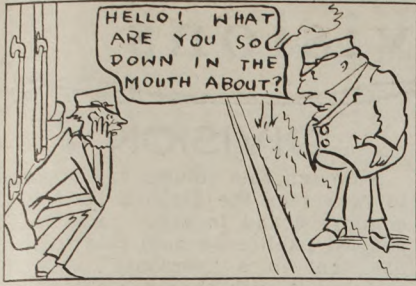
We talk of the different accidents we have had, of the "boneheadedness" of the person or vehicle concerned but Conductor D. E. Croushorn tells this one about the carelessness of a garbage-wagon mule.

His car was going east on Pico and near Fiugeroa St. stood the garbage gathering outfit. As the car was about to pass it the mule on the side towards the car nonchalantly landed a forceful kick on the front step breaking half of it completely off. Then not seeming to be satisfied with the damage done, he repeated the performance when the rear step came along with the same result.

Croushorn actually believes the mule had something against the company.

# Conductor Ding and Motorman Ding Ding

By Rollins



## Bouquets And Things

(Hand Picked)

### BOUQUETS RECEIVED LAST WEEK

- Condr. F. G. Burt, Div. 1.
- Condr. A. M. Brown, Div. 1.
- Mtr. O. J. Lamm, Div. 2.
- Condr. K. S. Baker, Div. 2.
- Condr. F. La Rue, Div. 2.
- Condr. W. O. Butt, Div. 3.
- Condr. W. B. Reilly, Div. 5.
- Condr. G. R. Stevens, Div. 5.
- Children of the Whirlwind, by Leroy

For Mtr. C. W. Jordon, Div. 1  
Los Angeles Railway,  
Gentlemen:  
Just a few lines in regard to the kindness of Motorman No. 1, in waiting for me. There were so many automobiles coming I just could not get across the streets. He saw me and waited. I appreciate it very much.

MRS. B. F. SOUTHWORTH,  
943 Girard Street.  
For Condr. J. D. Bartlett, Div. 3

Los Angeles Railway,  
Gentlemen:  
I found myself without carfare after entering the West 11th car about 5:10 P.M. Wednesday eve., the 3rd of Aug. The conductor, whose number was No. 500, was certainly one of the most courteous of gentlemen, and paid my fare out of his own pocket.  
I take this means of returning the fare as he refused to give me his name and address.

Very truly yours,  
"ELIZABETH A. DRAKE,"  
Safe Deposit Dept., Continental National Bank, City.

For Conlr. F. W. Deuber, Div. 4  
Los Angeles Railway,  
Gentlemen:

I wish to call your attention to one young man in your service. He is to my idea worthy of something better with the Los Angeles Railway—always neat, clean, smiling, obliging, attentive to duty, patient, kind and courteous to the old or helpless, careful at crossings and calling streets. He has number 2724.  
I am over 90 and we who are old and see a lad who respects age and is efficient, wish to have him advance and receive the credible comment due him.

Sincerely,  
MARGUERITE McNAIRE,  
Hotel Rosslyn.

For Condr. F. Smith, Div. 5  
Los Angeles Railway,  
Gentlemen:

No doubt you receive many letters of complaint, but perhaps not so many of commendation. It gives me pleasure to report concerning one of your conductors on the Grand Avenue line.  
I was riding on Grand Avenue car No. 586, going south on Figueroa, when a young man boarded the car and tendered the conductor a transfer, but which was refused. I could not hear all of the conversation but the conductor was trying to explain why this transfer could not be accepted. The young man had meanwhile taken a seat near the conductor and in his indignation was arguing the matter. The conductor very courteously told him to read the instructions on the transfer and carefully explained why it was not good. He did not threaten or lose his temper.

Meanwhile the young man had ridden about twelve or more blocks and had time to cool off. Then the conductor told him he had ridden free so far, now he better pay his fare, which he did.  
The conductor's number was 2024 (I think that is correct). His unruffled demeanor and unflinching courtesy is what impressed me, for oftentimes conductors are not as considerate of the public as they might be.

Very truly yours,  
MISS CAROLINE L. SCHULZ,  
1061 West 35th St.

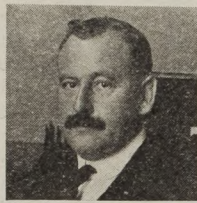
## TESTS SHOW RELATION OF SPEED AND DISTANCE

### Do You Know That a Car Moving at 15 Miles Per Hour Covers 22 Feet In a Second?

By J. B. HAYNER

Supt. of Employment and Instruction

VERY few of us have ever given any thought to the remarkable progress made in the first score of years of the twentieth century along the lines of transportation and what it has meant to civilization in many ways.



J. B. Hayner

Competition naturally called for new equipment and faster speed. Faster speed meant strictly up-to-date equipment. Roadbeds, bridges and highways necessarily had to be reconstructed to handle these increased burdens safely. New inventions and safety devices also kept apace with the situation for the purpose of controlling these high speed vehicles, but nothing so far has been invented to make them absolutely "fool-proof."

#### Conceptions of speed and distance are vague

The individual operator of self-propelled vehicles and the public in general, have grown up with the changed conditions in somewhat of a mechanical way, and have given very little thought to even the primary essentials of successful and safe operation.

It is surprising to know how few people have any conception of speed, distance or clearance, to say nothing concerning the weight of the self-propelled vehicle operated which figures very materially when it comes to the stopping question.

For convenience sake and to make the proposition clear, I have compiled a table showing feet per second traveled at various speeds and the time required to cover certain distances, together with the weights and measurements of some of our passenger cars.

Miles per hour	Distance traveled	LENGTH OF TIME REQUIRED TO RUN					
		25 feet	50 feet	75 feet	100 feet	125 feet	150 feet
1	1 ft. 5 3/5 inches per sec.	17 1/20 sec.	34 1/10 sec.	51 3/20 sec.	68 1/10 sec.	85 3/20 sec.	102 1/10 sec.
4	5 ft. 10 2/5 inches per sec.	4 13/50 sec.	8 53/100 sec.	12 79/100 sec.	17 1/20 sec.	21 31/100 sec.	25 57/100 sec.
5	7 ft. 4 inches per sec.	3 41/100 sec.	6 41/50 sec.	9 23/100 sec.	12 16/25 sec.	15 1/20 sec.	18 9/20 sec.
6	8 ft. 9 3/5 inches per sec.	2 21/25 sec.	4 17/25 sec.	7 13/25 sec.	9 9/25 sec.	12 1/5 sec.	15 1/25 sec.
8	11 ft. 8 4/5 inches per sec.	2 13/100 sec.	4 13/50 sec.	6 39/100 sec.	9 13/25 sec.	12 13/25 sec.	15 39/50 sec.
10	14 ft. 8 inches per sec.	1 7/10 sec.	3 41/100 sec.	5 11/100 sec.	7 41/100 sec.	9 13/25 sec.	12 23/100 sec.
12	17 ft. 7 1/5 inches per sec.	1 21/50 sec.	2 21/25 sec.	3 13/25 sec.	4 13/50 sec.	5 17/25 sec.	7 1/10 sec.
14	20 ft. 6 2/5 inches per sec.	1 11/50 sec.	2 43/100 sec.	3 13/20 sec.	4 87/100 sec.	6 9/100 sec.	7 3/10 sec.
15	22 ft. 0 inches per sec.	1 7/50 sec.	2 27/100 sec.	3 41/100 sec.	4 11/20 sec.	5 17/25 sec.	6 41/50 sec.
18	26 ft. 4 4/5 inches per sec.	19/20 sec.	1 89/100 sec.	2 21/25 sec.	3 79/100 sec.	4 73/100 sec.	5 17/25 sec.
20	29 ft. 4 inches per sec.	17/20 sec.	1 7/10 sec.	2 14/25 sec.	3 41/100 sec.	4 13/50 sec.	5 11/100 sec.
22	32 ft. 3 1/5 inches per sec.	77/100 sec.	1 11/20 sec.	2 8/25 sec.	3 1/100 sec.	3 87/100 sec.	4 13/20 sec.
25	36 ft. 8 inches per sec.	17/25 sec.	1 9/25 sec.	2 1/50 sec.	2 31/50 sec.	3 2/5 sec.	4 9/100 sec.

#### WEIGHT AND LENGTH OF VARIOUS TYPES OF CARS.

Type of car	Length	Weight	Type of car	Length	Weight
Standard	39 feet 1 1/2 inches	32,500 lbs.	Magnetic	35 feet	39,000 lbs.
Standard P-A-Y-E	44 feet 7 inches	37,350 lbs.	4 Motor Cen. Ent.	46 feet 7 inches	43,000 lbs.
Center Entrance	46 feet 7 inches	39,100 lbs.			
Birney	28 feet	16,500 lbs.			

Glancing over the figures we notice at the speed of fifteen miles per hour we are traveling twenty-two feet every second or while your watching is ticking ONCE, and passing to the last figure shown: twenty-five miles per hour, we find that we are moving through space at the rate of thirty-six feet and eight inches every second. It is well worth devoting a few moments of careful thought to the proposition of speed, then you can readily see how easy it is for the average person to place themselves in a position of danger through thoughtlessness or

perhaps ignorance. The great majority of people who operate any sort of self-propelled vehicles have overlooked this very important matter. Pedestrians also are largely responsible for many serious accidents, as they go "jay-hawking" about out into the streets and roadways without looking for approaching vehicles and in many cases, seem to be totally oblivious of their surroundings.

In conclusion I will say DON'T trust to luck that an object is into clear or will get out of your way—BE SURE, as mechanical devices are not infallible, neither is the human mind.

Motorman T. A. Stroud is the only extra man who doesn't raise the roof when he happens to get a certain run on Vernon and Vermont. Most of the extra men are familiar with the parti-

cular run, and Mr. Stroud says any man who doesn't like to work this run had better be examined. He was fortunate to get it twice in succession recently. Ask Stroud about it.

## On The Back End

(Contributed)

Two lawyers were about to alight from Operator R. H. Andrew's safety car at Court street.

"This is Court street, is it not?" asked one of them as the car stopped. "most people call it that. I used to call at Court street, but now I call at Alimony Alley."

Set 'em up in the other alley.

W. Burwick, the new typewriter pugilist of Division Five is reported to pack a mean wallop on the keys and three K. O. decisions over the Underwood family.

How come, how come? Condr. Trout of Division Three was observed pushing a baby buggy with a live baby in it the other day. We had heard all kinds of rumors, but did not know it had gone as far as this. However, the "big fish" looked natural.

If imagination was dollars, Extra Supervisor Chambers would be a millionaire. He imagined that he could pull a derailed car back on the track with a trolley rope. He tried it but it didn't work. This happened at Rimpau, according to all reports. Ask him for his version of it.

#### Mutual Admiration

A venerable justice sat in the place of honor at a reception. As a young lady of dazzling charms walked past he exclaimed almost involuntarily: "What a beautiful girl!"

The young lady overheard the justice's compliment, turned and gave him a radiant smile. "What an excellent judge!" she said. — Philadelphia Bulletin.

Going home the other morning, I passed by another conductor's house and heard through the screen door this conversation:

Wife—"Lem, dear, can't you help me with these dishes?"

Hubby—"No, I just can't honey. I will be late for work."

Wife—"I'm late, too, and my work is as important as yours."

Hubby—"Yes, that's true," he called back, struggling into his coat, "but you see your job will be waiting for you when you get there, while mine will be running all over town."

It might be—

Nice 5-room cottage to rent, \$17.50 per month. Perhaps some of the old timers remember them happy days.

# Looking 'em Over at the Divisions

## DIVISION 1

Conductor H. N. Mullendore returned Oct. 11th from extended sick leave.

Motorman M. F. Bowen, Jr., has returned from New York wearing the well known happy self-conscious smile of a "Newlywed." He brought back with him to the "Golden West" his blushing bride and expects to dwell henceforth in "Dreamland" with the sweetest girl in the country.

Isn't it strange that Motorman T. Forrester refuses to be coaxed to lay off since the Pacific Coast League games have closed?

Conductor J. T. Shelton is back from 90 days' leave with rosy cheeks and lots of pep.

Let it be known that among other recent changes at Division No. 1 is the furnishing of music with the work. The merry tones of that classic instrument, the Harmonica, fill the atmosphere about the barn, as the boys turn in their cash with a song, furnished by the accomplished artist, Conductor S. E. Edwards. His technique in tendering his favorite selections, such as "Turkey in the Straw," "My Darling Nelly Gray," and "The Arkansaw Traveler" is winning for him a growing popularity among the boys.

We will have to speed things up a bit to keep pace with Conductor J. D. Wood. Although an hour ahead of time he excitedly called for his Motorman and said "Let's Go."

*Motorman H. E. Meason, ye division scribe, has been busy working as extra supervisor during the week so T. C. Nelson, who tickles the typewriter in the office kindly sent in the above news items. If you want to see this column kept lively and interesting ferthluwofmud turn in some copy.*

THE EDITOR.

## On the Sick List

The following is a list of men who have gone on sick leave recently:

### DIVISION NO. 1

Motormen—T. N. Short, 3711 Cota St.; G. L. Ket, 3226 Gleason St.

### DIVISION NO. 2

Conductor—M. W. Nelson, 920 E. 54th St.

### DIVISION NO. 3

Conductors—C. T. Risk, 2012 So. Mariposa St.; G. R. Wilber, 501 Amethyst St.; M. A. Brothers, 742 E. Park Ave., Eagle Rock City; L. H. Parker, 3267 Arroyo Secco; J. C. McKasson, 161 So. Ave. 21; R. J. Leonard, 3267 Arroyo Secco; R. F. Bush, 3317 Jeffries; E. Drew, 3329 Griffin Ave.

Motormen—D. W. Hannah, 3207 Dayton Ave.; F. Wilkinson, 716½ Solano St.; H. F. Reinhoehl, 3277 Arroyo Secco; H. R. Miller, 3534 Arroyo Secco; V. A. Light, 120 E. Ave. 38; F. W. Beacham, 121 E. Ave. 39; G. H. Bedbury, 622 E. Ave. 27; I. Hellman, 129 N. Ave. 18; F. M. Newell, 3359 Audrita St.; E. Eahaert, 2615 Merced St.

### DIVISION NO. 4

Motorman—V. R. McGregor, 931 Girard St.

Conductors—G. B. Hubbard, 1326 Georgia St.; Wm. Faulkenburg, 847 E. 20th St.

### DIVISION NO. 5

Conductors—G. D. Chick, 833 So. Osage St.; H. G. Robertson, 3706 4th Ave.; J. T. Dessert, 1715 W. 55th St.; P. Brunold, 5158 Cimarron St.; M. L. Watson, 4716 Eastern Ave.; R. E. Thompson, 5424 3rd Ave.; E. Miller, 237 W. 55th St.

Motormen—R. T. Todd, 5345 1st Ave.; W. S. Calloway, 1446 W. 37th St.; E. F. Cammell, 850 W. 35th Place; H. H. Anno, 6843 Mineral Ave.; J. J. Thornton, 6614 Mineral Ave.

## Who's Who



HE HAS been accused of being a bon vivant, whatever that may be, but any way he is "a regular fellow." And with these few simple words we introduce J. B. Lair to the six or seven people connected with the Los Angeles Railway who may not know him.

Be it known that J. B. is foreman of Division One. He started in one damp cold morning in February, 1907, as a motorman. He walked under a ladder to get on his car and a black cat crossed his path, but still he went ahead. In May, 1911, he was made an extra inspector and became a regular in November. He went back to the train service in October, 1912, but on June, 1913, entered the office as extra transfer clerk. He was made assistant foreman in August, 1917, and foreman in April, 1920.

## DIVISION 2

"I want to go straight but I'm going all wrong," exclaimed an excited woman passenger on a Vernon and Vermont car. No, she wasn't rehearsing movie sub titles. She just realized that she was on a pull-in car heading for the car house.

C. R. Preston snapped a good picture of "Bob," the famous collie mascot of the Division, which we hope to see in Two Bells soon. He is one of the well known characters.

A man and woman boarded a Grand and Moneta car being piloted by Mtr. Gunner. The man commented as they sat down in the front seat: "Fine front seat this but first in case of an accident." Then the woman exclaimed "Yes, but think of what we would get!"

Do you savvy how to fill out the necessary reports for accidents? This matter is very vital to the claim department and to the individual records of trainmen. If you are a little uncertain about anything, ask at the office.

Clerk C. L. Christensen, would greatly appreciate any stray news items that come your way.

For Condr. A. L. Bristol, Div. 2

Los Angeles Railway, Gentlemen:

Enclosed is a dime which kindly give to your very courteous conductor, Al Bristol, No. 2414. He was unable to change a large bill I tendered in payment of two fares, and himself paid the fares, and this is a refund to him. You are fortunate in having in your employ such gentlemanly conductors.

Truly yours,

A. T. SORGENT,  
New York, N. Y.

He—"I live just across the bay."  
She—"I hope you drop in some time."

## DIVISION 3

Well, boys, you are doing fine, only about half an inch from the top in safety contest last week. Let's hope that we will be half inch over the top this week. You can do it. I'll say you can. It's fine to be near the top, but, oh, so much better to be over the top, so keep everlastingly at it and see that the pennant remains where it belongs at Division 3.

Sir Knight Jarvis Phillips is a mourner for sure. Mot. Spaulding was going down on Jarvis' car the other day to get his check cashed. He mentioned to Sir Jar that the amount was for five cents less than even money. Sir Jar to show his noble heart produced a jitney and handed it to Spalding and Spalding being speedy grabbed it. Now poor old Jar is wondering how he will recover it. I guess that's one on the Sir Knight all right, all right.

If the Recreation Association is looking for talent for entertainment they are overlooking a good bet if they do not sign up Cash Receiver Daniels from the noises he makes in the cash room, he would, we have no doubt, bring down the house, as we never did hear anyone sing just like him. It's awful, Mabel.

Phoney Films—Mot. H. R. Armstrong got in on time, also Mot. John W. H. Barrett has a pencil his very own. It can't be did, and Mot. F. E. Wolfe has bought a new uniform.

We received a hot breeze from the south last Wednesday evening. It was our friend, Mr. Adams, holding forth in the cash room and it was some warm breeze he was spreading.

Cond. W. M. Clarry is taking the exam for a position on the police force. W. M. would make a good cop and the more friends we have on the force the better. We hope he will be successful.

Cond. A. R. Miller has been breaking in as Night Register man. A. R. ought to make a good man for the job. We wish him success.

Cond. C. A. Fisher is breaking in as motorman. He feels that he will like it better than the rear end. Any way, he will be ahead.

The reason so many of our men have that gaunt appearance lately, is the fact that they are laying off the eats in anticipation of the opening of the new restaurant. Our sympathies go out to Mr. Carter, the caterer, as we fear that the onslaught of first few days will be something fierce.

## DIVISION 5

Our janitor has a new idea and plans and has asked me to introduce them through the columns. Eddie says, he will brush your clothes and keep your shoes shined any time you wish, everyday if necessary. His price will be one dollar (\$1.00) per month for each man who believes in keeping neat, and clean. The most of you who have become acquainted with Eddie since he came here, know he is a very courteous chap and will do anything to accommodate you at any time. Ask Eddie about his new plan for keeping you looking neat and clean at all times. R. D. BABCOCK.

Our fat friend E. Jimmy (fatty) Knapp has again left us, having been reinstated on the Birney care. We certainly miss you "Fatty" and hope you will like your new division. I will recommend you to C. J. Knittle for his entertainment, and am sorry you won't be here to help Division 5 win the prize. But I think that Div-

## DIVISION 4

Although this column is the means of conveying the division news to all employees and in many cases to the general public, we note that someone has sent in a "personal". We are printing it with the hope that it will reach the person referred to and may help us win back the safety pennant.

"Personal"

"Will the young lady who sits on the outside front seat of my safety car please use some other seat as she has caused several men to fall up the steps and also caused me to come in awfully close contact with vehicles ahead of the car."

Respectfully,  
Operator J. L. C.

In the last issue we made an appeal for talent to put over Division Four's part in the coming interdivision entertainment contest. During the week we were showered with answers from trainmen who have traveled the Orpeum and Pantages Circuits and entertained in the army camps. We are now getting things ready for the "Big Night" when we are going to make everybody sit up and take notice.

Conductor J. L. Morgan is on a thirty-day leave to rest up and Conductor G. M. Gordon is on a fifteen day leave to attend to important business.

Mr. Wimberly has asked us to mention that quite a few of the conductors and operators have been making errors on their trip sheets and transfer envelopes and this has caused considerable trouble in the auditing department. Failing to carry some of the totals down, entering tickets in the wrong column, carrying totals down to the last "in-trip" line instead of the total line and errors in subtracting fare-box readings are the main mistakes made. And about the transfer envelopes—well, you remember what "Mike" and Conductor Croushorn told you last Tuesday? Mr. Wimberly hopes to hear a good word from the auditing department soon in regard to this.

Conductor A. MacKenzie is hot on the trail of the mackerel and yellow tails. He has hired a fishing boat and lined up fifteen of the boys to inspect the ocean at San Pedro next Monday. "Mac" took ten of the boys to Redondo on Oct. 3, which shows that he is not a bit selfish even though the ocean is liable to run out of fish at any time. They all returned with more fish than they could eat.

The wife of Operator D. J. Daly passed away early last Tuesday morning, after a lingering illness. We take this means to express to Mr. Daly and his family, in behalf of the boys of this division, our sincere sympathy.

Division 4 will have to hurry as we have some fine men here in this contest. "Fatty" only weighs a little over the 200 pound mark, being one of the light heavy weights of the Division.

Division 5 will hold the second for midgets, light heavy weights and the long timber (6 footers) from Texas. One of our midgets Conductor Davison proved himself quite successful as a traffic officer the other night at Wilshire and Vermont, when he straightened out the auto traffic there.

Motorman E. A. Lambert has resigned and returned to Denver Colo. for his health. We are very sorry to hear of his ill health and hope he soon recovers and returns to L. A.

Conductor L. L. Seaberry has resigned to take up other duties.